

AUTOSPORT

SINGAPORE GP

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VETTEL STORMS SINGAPORE

How Ferrari and Red Bull defeated Mercedes



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RACE CALENDAR

ABU DHABI	- 29th / 30th / 31st October 2015 (GP Circuit) - 4 races
BAHRAIN	- 18th / 19th / 20th November 2015 (WEC Support) - 2 races
DUBAI	- 17th / 18th / 19th December 2015 - 4 races
CHENNAI	- 29th / 30th / 31st January 2016 - 4 races

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POLE POSITION

Singapore GP was what F1 really needed

THE SINGAPORE GRAND PRIX PERFECTLY ILLUSTRATED what Formula 1 needs — a genuine surprise. Yes, Sebastian Vettel had won twice previously in 2015, but in Singapore he did it by outpacing the Mercedes comfortably in both qualifying and the race. That was completely unexpected.

The quality of the leading drivers at the front of the grid (OK, there are a few seriously good ones condemned to battling in cars well below their level further back) is exceptional in F1. The chance to see two drivers in Vettel and Daniel Ricciardo who haven't always been in such competitive shape this season up front is one that has breathed fresh life into the campaign.

Ideally, when things get back to normal — which they will — we want to see Mercedes being involved in the kind of tense battle Ferrari and Red Bull engaged in at the front in Singapore. In these times when everyone has their ideas about what F1 should do to guarantee “entertainment”, it's worth remembering that if, under these rules, that's what we had enjoyed for the past 18 months then everyone would be hailing the current rules.

The onus now is on Ferrari and Red Bull to continue to perform.



Edd Straw

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COVER STORY

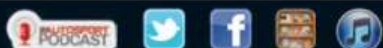
“I was able to look after my tyres, control the pace, so all in all a perfect weekend”

Singapore GP, p16



XPB IMAGES

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THE BIG PICTURE

In spite of fears that wind-borne Indonesian particulates might disrupt proceedings, track activities in Singapore went ahead as planned – albeit beneath a gloomy haze

Photographer Bearne/XPB Images





This week in F1

Mateschitz Ferrari talks 'positive'

Red Bull owner Dietrich Mateschitz says "positive and encouraging" talks have been held with Ferrari regarding an engine supply from next season.

Red Bull is to split with long-time supplier Renault at the end of this year, despite a season still remaining on the contract between the two companies.

Mateschitz added that Mercedes was his preferred option as supplier since it has done "an outstanding job".

"To get Mercedes powertrains was the priority of Milton Keynes, but we were turned down by one

person [Daimler CEO Dieter Zetsche]," he said.

That leaves Ferrari as Red Bull's only option for 2016.

Mateschitz said the decision to split with Renault was made via "mutual consent" with Renault CEO Carlos Ghosn as "to become fifth or sixth in the world championship cannot be [Red Bull's] target".



XPB IMAGES

8



TEE/LAT

Honda could supply another team in 2017

Honda could be ready to supply another Formula 1 team with engines from the start of 2017, according to McLaren racing director Eric Boullier.

"It's a question we have discussed already and we keep discussing with Honda," he said. "And at the right time for our partnership we would be ready - Honda would be ready, yes - to supply another team."

BOULLIER PREDICTS THE DEMISE OF WINDTUNNELS

Windtunnels could one day be rendered obsolete in Formula 1 if teams are able to upgrade their dated CFD systems, says McLaren racing director Eric Boullier.

A windtunnel ban, accompanied by greater CFD use, was proposed at last week's F1 Strategy Group

meeting as part of the ongoing push to reduce costs in the sport.

"If you allow the CFD development maybe one day windtunnels could be obsolete," said Boullier. "We would be happy to implement [the new technology] as soon as possible."



LAT

If I'm in F1, it will be with this team



Jenson Button says it is McLaren or bust as far as his F1 career is concerned.



STALEY/LAT

GROSJEAN: 'MIND MADE UP FOR 2016'

Romain Grosjean says he has made up his mind whether to sign for Renault next season, if it returns to F1, or join new entry Haas with a view to moving on to Ferrari.

Grosjean remarked in Singapore he had "made a decision, everything is clear in my head and I know what's going to happen for me in the future".

The suggestion was that Grosjean has already signed for Haas. But AUTOSPORT understands this is not the case, and instead the option of being a part of a Renault works team remains.

For all the breaking news, visit **AUTOSPORT.COM**

TEE/LAT

F1 triple-header is 'too much'

Jenson Button has voiced concern about the strain Bernie Ecclestone's proposed triple-header of grands prix in the Far East for 2016 would put on the teams.

To accommodate the request from the teams for a three-week summer break, F1 chief Ecclestone is suggesting Singapore, Japan and Malaysia run back to back.

But Button said: "With three back-to-back races, personally, I feel it is too much for Formula 1."

PROPOSED 2016 F1 CALENDAR

DATE	LOCATION
April 3	Australia
April 10	China
April 24	Bahrain
May 1	Russia
May 15	Spain
May 29	Monaco
June 12	Canada
June 26	Britain
July 3	Austria
July 17	Europe (Baku)
July 31	Germany
August 7	Hungary
September 4	Belgium
September 11	Italy
September 25	Singapore
October 2	Japan
October 9	Malaysia
October 23	USA
October 30	Mexico
November 13	Brazil
November 27	Abu Dhabi

Triple-header GP weekends
Double-header GP weekends

RENAULT DEBATES TERMS WITH ECCLESTONE

Renault is mulling over the latest terms offered by Bernie Ecclestone ahead of its planned return to Formula 1 as a constructor using the present Lotus team.

The French manufacturer is negotiating with F1 supremo

Ecclestone over the financial arrangements of its acceptance as a historical marque.

While one source indicated the F1 chief's proposal was "a good one", another suggested the two parties are "several million" apart.



FERRARIO/LAT

Germany/USA team wins F1 in Schools

Union Racing International, a mixed German and American team of students, has been crowned F1 in Schools world champions.

In the annual competition entrants are tasked with designing, fabricating and racing a 21cm-long scale model car, built from a modelling block and powered by a compressed air cylinder, along a 20-metre track.



The winning team, aged between 15 and 18, broke the track record and became the first to beat the one-second mark with a time of 0.959s.

F1 PREVIEW

JAPANESE GRAND PRIX

September 25-27



CIRCUIT INFORMATION

SUZUKA

LENGTH 3.608 miles NUMBER OF LAPS 53

2014 POLE POSITION Nico Rosberg

1m32.506s

QUALIFYING LAP RECORD Felipe Massa

1m29.599s (2006)

RACE LAP RECORD Kimi Raikkonen

1m31.540s (2005)

TYRE ALLOCATION



UK START TIMES

LIVE ON THE BBC/SKY SPORTS F1

FRIDAY

FP1 0200 FP2 0600

SATURDAY

FP3 0400 QUALIFYING 0700

SUNDAY

RACE 0600

BBC 5 live and the BBC Sport website will offer live coverage of all sessions. BBC TV will also carry a full replay of the race in the afternoon.

PREVIOUS WINNERS

2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Jenson Button	McLaren
2010	Sebastian Vettel	Red Bull
2009	Sebastian Vettel	Red Bull
2008	Fernando Alonso	Renault (Fuji)
2007	Lewis Hamilton	McLaren (Fuji)
2006	Fernando Alonso	Renault
2005	Kimi Raikkonen	McLaren

THEMES TO WATCH



MERCEDES REACTION

Singapore represented Mercedes' worst result of the season, but its car should be more suited to Suzuka's sweeping turns.



SPOTLIGHT ON McLAREN

Jenson Button hopes the fans will be sympathetic in Honda's home race as the alliance expects another difficult weekend.



VETTEL CHALLENGE

Sebastian Vettel has an impressive win rate in the Asian races and could prove to be a thorn in Mercedes' side.

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Ian Parkes

From the paddock

In his open defiance of team orders, sticking to his guns when he knew he was right, Max Verstappen showed true character

We all knew there was something special about Max Verstappen. Why else would Red Bull have recruited him at the age of just 16? But now we know there is real character behind the talent.

Formula 1 supremo Bernie Ecclestone has long bemoaned the lack of personality among today's crop of drivers, appreciating the fact that the social media-driven environment and culture has encouraged them to become (in public at least) corporate automatons.

Take Ecclestone's biting remarks in May during the build up to the Monaco Grand Prix when he practically humiliated Nico Rosberg by telling the German "you are not good for my business". Instead, the 84-year-old went on to laud Rosberg's Mercedes team-mate Lewis Hamilton, proclaiming the current world champion to be "a super promoter of the sport".

Ecclestone even derided a driver he has long supported, Sebastian Vettel, by stating the Ferrari star was "also not doing much for Formula 1".

It was abundantly clear from Ecclestone's words that he wants his drivers to be higher profile, to be heard and seen, to not shy away from the spotlight when an opportunity to promote F1 is thrust upon them.

So how Ecclestone must love young Max, and how he must hope that over time he does not become constrained by the increasingly sanctimonious approach to public discourse we see across all forms of media – one in which a virtual lynchmob gathers in judgement

Hulkenberg's team-mate Sergio Perez. For 10 laps, although Verstappen harried and hassled Perez, the greater speed of the Mercedes power unit compared with the Toro Rosso's Renault system enabled the Mexican to give himself a cushion at vital parts of the track.

With five laps remaining, Verstappen was told by engineer Xevi Pujolar to let his ninth-placed team-mate Carlos Sainz Jr by so he could have his own crack at passing Perez. Verstappen's response was defiant: "No!"

Pujolar returned to the radio for a second time to issue the order, but Verstappen stood his ground. We can only assume the retort included a few choice Anglo-Saxon terms since FOM opted not to air his comment.

Toro Rosso have since held their hands up and admitted that they made a mistake, believing that on new super-softs in the final stint, with Verstappen on a used set of the same compound, Sainz would have a better chance of overtaking Perez. Their calculations proved incorrect, since Sainz could not even get close enough to Verstappen to give him an opportunity to yield, never mind go on to pass a Force India that Verstappen declared to be just too quick on the straights.

Team principal Franz Tost conceded after the race that Verstappen "was right" not to pull to one side, going on to praise his young driver's strength of character.

It was a show of belligerence rarely seen in F1 these days; Verstappen was utterly unwilling to taint what he considered to be – in terms of his own performance –

"We can assume that the retort included a few Anglo-Saxon terms since FOM didn't air it"

over any oral faux pas or misdeeds. So stand up and take a bow, Verstappen, for proving to Ecclestone that there is hope for the future, and that Hamilton is not alone in bearing the burden of being 'Mr F1 Personality'.

The naysayers who decried Verstappen's entry into F1 have been made to look very foolish indeed given what the now 17-year-old has achieved this season with Toro Rosso. Verstappen has shown pace, racecraft, and an ability to learn from his mistakes, all of which came to the fore in Singapore on Sunday with one of the drives of the season. Initially, Verstappen found himself last and a lap down in the opening stages after the anti-stall failed in his attempt to pull away from a superb eighth on the grid. An early safety car aided Verstappen's cause, allowing him to unlap himself and take up 19th given Nico Hulkenberg's early exit in his Force India.


From there, Verstappen managed to pick his way through the field, producing some typically daring moves to return to his original starting spot of eighth behind

his "best race of the year". Verstappen deserves credit on this occasion for showing strength of character and standing his ground, and for displaying the kind of steel often missing in these interactions in F1.

On this matter I will leave the final word to his father Jos, who effectively summed up what his son is all about, and in demonstrating the kind of attitude that will surely enable him go on to achieve so much more in F1.

"I would have been really angry with Max if he had given up his place. I never did it," said Verstappen Sr. We talked about it among ourselves, and I also knew he would not do it. You heard it in his reaction 'No!' Max is a racer and he doesn't let anybody pass.

"If it was for the drivers' championship, I could understand such a request, but not to give up your position after such a great race. He is not a second driver. In Singapore he made a statement – not only to Toro Rosso, but to all teams."

It was a statement many will have taken notice of. 

This week in motorsport

INTERCONTINENTAL GT FOR 2016

An Intercontinental GT Challenge incorporating the Spa 24 Hours and the Bathurst 12 Hours (right) has been launched by Blancpain GT Series boss Stephane Ratel.

Those events will combine with the Sepang 12 Hours, which the Stephane Ratel Organisation has taken over this year, and a three-hour endurance race on the bill of the Pirelli World Challenge event at Austin in March to create a four-race series aimed at GT3 manufacturers.

Ratel said: "At Spa we had seven teams supported by manufacturers, we already have manufacturer involvement at Bathurst and we are seeing some interest for Sepang in December."

Ratel explained that his concept was for the competing manufacturers to back different teams at different races.

The Blancpain Sprint Series will be reduced from seven to six races for next season to encourage teams to contest both it and the sister Blancpain Endurance Series. The rounds at Brands Hatch and, most likely, Misano carry over onto the new schedule and will be joined by events at the Nurburgring, the Hungaroring and Barcelona.



12

Frijns lands Andretti FE berth

Ex-Formula 1 reserve driver Robin Frijns will race for Andretti Autosport in the second Formula E season.

Frijns, who has raced in Blancpain GT this year, joined Andretti for the final pre-season test and sufficiently impressed the team after just 37 laps in the season-one Spark SRT_01E, to

which it has reverted after a troubled programme with its own technology.

● Formula E will introduce a 15-minute five-car superpole qualifying session for 2015-16. The overall top five from the six-minute mini-sessions will go through to the one-by-one superpole.



M-Sport calm on new Fiesta

M-Sport's 2017-specification Ford Fiesta RS WRC will not run until the second half of next season.

Team principal Malcolm Wilson said: "I'm not worried that Volkswagen's running already. We could bolt a 36mm restrictor on our engine and run it tomorrow, but there's no point."



SUPERLICENCES FOR WRC

Formula 1-style superlicences are to be introduced to the World Rally Championship to regulate who can drive the all-new 2017 World Rally Cars.

The new cars will only run in the WRC but, given the performance hike, the FIA is keen that only professional drivers

compete in them. WRC manager Michele Mouton confirmed superlicences have been discussed and are on the cards.

World champion Sebastien Ogier said: "Let's say, these cars shouldn't be for the beginner. This is why we are talking about this superlicence."

For all the breaking news, visit **AUTOSPORT.COM**

Americans could adopt Formula 3

The United States could have its own Formula 3 series in the future.

FIA Single Seater Commission president Stefano Domenicali explained that he was working in conjunction with the organiser of the newly-announced US Formula 4 Championship (see p72) on plans to bring the higher category to North America. Organiser SCCA Pro Racing wants to build a new single-seater ladder in the US that could eventually include Formula 2.

Domenicali said: "F3 is something that is already in our vision. First we need to make sure that we have a solid base in F4 and then F3 would be the logical next step. We will be looking at that in the next months."

SCCA boss Robert Clarke stated that



the introduction of F4 was the first step in the relaunch of the club that formerly ran Can-Am, Formula 5000 and Formula Atlantic in North America. "The focus is on F4 at the moment, but we would eventually like to adopt a ladder on the F3/F2 model," he said.

ARDEN, JOTA JOIN FORCES

The Arden Motorsport single-seater and Jota Sport sportscar teams are forging an alliance to open doors between the two disciplines.

Jota Sport co-owner Sam Hignett said: "The idea is to ease the transition of drivers Arden [GP3, right] are already working with into sportscars. Some single-seater drivers perceive it as a completely different sport."

Hignett explained that the deal could result in Arden drivers taking seats in its 2016 LMP2 programmes, in the World Endurance Championship with a new ORECA 05 and the European Le Mans Series with its existing Gibson 015S.



Scheider up for more WRX fun

Two-time DTM champion Timo Scheider is keen to return to World Rallycross after his debut last weekend at Barcelona in a Munnich Motorsport Audi S3.

Scheider crashed out of the first heat after touching a wall, but was 11th in heat two and ended up 16th overall, ahead of team mate Alx Danielsson.

"This was a great experience for me," said Scheider. "I had a nice fight with both Henning and Petter Solberg and others. For a one-off event the performance was good."

BIG NUMBER

1

Britons Julian Westwood and Ian Loggie wrapped up the Am title in the Blancpain Endurance Series at the Nurburgring by a solitary point with fifth place in class. It was the duo's second season in Leicester squad Team Parker Racing's Audi R8 LMS ultra.

German and Benelux TCR

The new TCR tin-top concept has spread its reach further with two new series announced in the past week in Germany and the Benelux countries.

TCR Germany will join the ADAC's GT Masters package, with stalwart team Engstler Motorsport jointly promoting it. TCR Benelux has been conceived along with Benelux Formula 4 (see p72) as a joint initiative of the Dutch and Belgian motorsport federations.

Meanwhile, the new Subaru WRX STi made its TCR International debut in Singapore last weekend. The Top Run-entered car did not run until the first race thanks to freight delays.



LMP1 ENERGY COULD GO UP

The maximum level of hybrid-energy discharge in the LMP1 division of the World Endurance Championship could be raised as early as 2018.

Porsche is leading the push for an increase in the maximum discharge to be introduced in two years' time when new chassis regulations are also set to be introduced. It is likely that the

limit we be raised from eight to 10 megajoules, measured over a lap of Le Mans, and that a third energy-retrieval system would be allowed.

Audi is also supporting the idea of new hybrid regulations coinciding with the change in chassis rules, but Toyota is against the step on grounds of cost.

In brief

HURACAN KONRAD

Konrad Motorsport has chosen the Lamborghini Huracan GT3 for its full-time return to endurance racing next season. The team is planning programmes in the IMSA SportsCar Championship and the Blancpain GT Series and has confirmed its debut with the Lambo at next January's Daytona 24 Hours.

STANAWAY IN ELMS

Aston Martin factory driver Richie Stanaway will contest the European Le Mans Series finale at Estoril next month. The New Zealander will join British GT squad TF Sport for its international foray, and will line up with Brit Euan Hankey and Turkish amateur Salih Yoluc in the GTC class in its Vantage GT3.

DEBUT FOR ARTECH

The Russian ArtTech Formula 3 car was due to make its race debut in this weekend's European round at the Nurburgring as we went to press. Latvian Harald Schlegelmilch, who reached as far as GP2 in the late 2000s, was due to drive.

WILSON EBAY AUCTION

An online charity auction for the family of the late Justin Wilson, organised by Graham Rahal, managed by Auction Cause and run on eBay, will close on October 26. The link is at <http://stores.ebay.com/Celebrity-Charity-Auctions/Justin-Wilson-Memorial>

New ADESS hits the track

The new ADESS-Nissan O3 LMP3 contender ran for the first time last week.

The German-built car was put through its paces at Hockenheim by Formula 3 European Championship driver 'Peter' Li Zhi Cong on behalf of the Taiwanese AAI squad, which is planning to run two cars in the 2015-16 Asian Le Mans Series.

Five examples of the ADESS have now been sold.



A Williams Martini Racing Formula 1 car, number 19, is shown from a side profile, angled towards the right. The car is white with blue and red accents. It features several sponsor logos: Martini on the front wing and sidepods, Sure on the sidepods and rear wing, Grandstand on the sidepods, and Kemppl on the rear wing. The car is surrounded by vibrant, multi-colored motion blur streaks in shades of yellow, orange, and red, suggesting high speed. The background is a plain, light grey.

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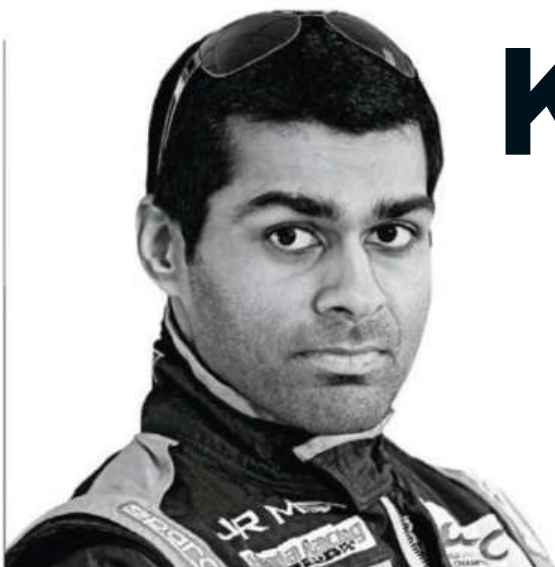
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Karun Chandhok

The racer's eye

Singapore offers great opportunities to see the cars and drivers up close, and measure their progress from the start of the season

Going to the Singapore Grand Prix is something I really enjoy and look forward to. After spending the previous two weekends looking at the future and past of our sport at the European Formula 3 event in Portugal and the Goodwood Revival, I saw the race around the Marina Bay circuit as a great opportunity to examine present-day Formula 1.

What makes this venue particularly useful is that it's a track where you can walk around, get quite close to the fences and really watch the different cars and drivers up close. We often go to races where we spend all weekend just watching the cars on TV screens in different team motorhomes, and that really is a bit sad.

For those of you who followed AUTOSPORT's pre-season test coverage, you'll know that I really enjoy going trackside to watch the subtle differences that are sometimes hard to pick up on TV. It's also nice to see how things compare with the pre-season phase, because the rookies have developed and the teams have done a lot of upgrades to the cars too.

I always enjoy driving on street circuits. It requires a different mindset where a driver has to build a rhythm and use controlled aggression. You need to have a car dancing around on the bumps but not push beyond the limit on a relatively low-grip surface.

In this current Pirelli era of F1, the drivers can't ask too much of the front tyres on corner entry. You can't load up the fronts in a way that you could brake and

must be very hard for Carlos to really get people to pay attention to him given the hype around Max.

In pre-season, I thought he sometimes looked overly aggressive on corner entry but his progress through the year has been fantastic. Perception is a key element of having a long F1 career and I do hope that Carlos and his father are able to start getting people to recognise his side of the garage a bit more.

Undoubtedly, the Mercedes performance – or lack thereof – was the biggest story of the weekend. Watching out on track, when the Ferraris or Red Bulls put on the super-soft tyres, I could clearly see the drivers being able to lean on the tyre and attack significantly more. With the two Mercedes, I recall standing at the Turn 5 right-hander for their option-tyre runs in free practice 3 and thinking, "They're just driving around". The car didn't look imbalanced, but the drivers never looked like they had the confidence to really hustle the car around for a laptime.

Speaking to Lewis and Nico revealed that's kind of what it felt like in the car as well. Nico actually mentioned that if he didn't have his laptime on the dashboard, he wouldn't have thought it was that bad.

All drivers have days when you just can't get a laptime, but more often than not when that happens, you feel a real lack of grip or an imbalance. In this case, to see a net laptime delta change of 1.5 seconds relative to Ferrari is just bewildering. Drivers want answers.

"I do hope Carlos Sainz is able to start getting people to recognise his side of the garage more"

turn during the Bridgestone era, and this is particularly important on a track where one corner follows another. Balancing the throttle and flirting with the wall – but not kissing it – while on the power is another key element to being fast at a street track. This is especially tricky while managing the rear-tyre temperatures and the torque delivery of the hybrid power units.

The usual suspects – Fernando Alonso, Sebastian Vettel and Daniel Ricciardo – looked brilliant from the get-go. Max Verstappen continued to show the remarkable street-circuit confidence we've seen at Monaco this season, as well as at Pau and Macau in F3 last year. He wasn't afraid to go beyond the limit in the first practice session, often missing the apex, but by the Saturday session he had his references worked out.

For me, one of the most impressive people to watch this weekend was Carlos Sainz. Yes, he hit the wall in practice and qualifying, but from actually watching out on track I thought he was attacking but controlled. It

When things don't go well, we as drivers always question what engineers tell us, and it takes a lot of hard evidence and data to get a driver to believe the engineers. For example, they could argue that it's a street circuit and that the grip level in the asphalt is unusual, but Mercedes was quick in Monaco.

You could talk about temperatures, but we had a pretty stable figure in that regard – around 30 degrees, which was similar to other races this year. Perhaps it was the combination of the two?

I'm sure that Lewis, Nico, Paddy Lowe and the engineers are very thankful that the Japanese Grand Prix is only a week away. Not knowing the cause of a problem is often worse than the problem itself, and by the end of Friday in Suzuka the Mercedes crew will want to know if this weekend was an anomaly or not.

I don't think there is any reason for panic yet, but if at Suzuka we don't see the status quo re-established then I expect the alarms to be ringing in Brackley... ☘

SINGAPORE GP

VETTEL LIGHTS IT UP IN SINGAPORE

Ferrari's new star was never under serious threat from Daniel Ricciardo. But **BEN ANDERSON** asks whether the two safety car periods blunted a potential Red Bull victory challenge





THE RACE 20:00, 20.09.2015



On a weekend when the formerly dominant Mercedes team struggled for pace, and tyres once again took centre stage (though this time not because of blowouts or pressure controversies), former Red Bull team-mates Sebastian Vettel and Daniel Ricciardo reminded the world why they are among the best Formula 1 drivers on the grid.

These two were a clear step ahead of their opposition around the floodlit Marina Bay street circuit. But neither was a clear step ahead of the other in a tight 61-lap race, with a definite question mark over whether the timely double appearance of the safety car ultimately helped Vettel's Ferrari free itself from Ricciardo's baited hook.

Vettel has a supreme record around this place, where the cars are less dependent on their aerodynamics and engine power. Here, skilful drivers — when possessing cars with a good mechanical set-up, strong and stable brakes, and decent traction — can really come to the fore.

His third victory of 2015 for Ferrari means the four-time world champion has now won four of the last five editions of this race.

The plethora of slow-speed, tight radius, short duration corners that make up the majority of this circuit really seem to suit Vettel's preferred driving style. He likes to make his turns short and sharp, using the brakes to rotate the car aggressively, then accelerate away with the steering wheel as straight as possible, as early as possible.

It's something that worked outstandingly well for him in the latter days of the V8-engined era, enabling him to pick up the throttle super-early, and keep the exhaust gases feeding the diffuser to generate extra grip — but not so much in the early part of last season, as he struggled to adjust to the loss of this technology, and the effect of hybrid turbo V6s and electronic braking systems on the way F1 cars handle.

Ricciardo possesses a more classical driving style. It generally relies more on carrying corner speed and using the car's momentum to progress through the turns as quickly as possible. This is perhaps naturally better suited to this current generation of car, which lacks downforce and doesn't always seem to respond so well to aggressive inputs.

It's possible to be devastatingly fast with either method, of course, and an undercooked Vettel was

still very strong here last year. Second place to Lewis Hamilton was in fact the best result of his 2014 campaign. But close behind, just 0.739 seconds in fact, was Ricciardo — hounding his illustrious team-mate all the way...

This year provided an encore, only this time Vettel was racing in the red of Ferrari, and their personal duel was for ultimate glory — thanks to Mercedes' baffling inability to make Pirelli's super-soft tyre work properly on this track, and the fact that their respective team-mates were not quite on the same level here.

Vettel showed his true class with an absolutely stunning performance to take pole position in qualifying on Saturday. The German was really at his hard-charging, wall-skimming best as he put the SF15-T on the front of the grid by over half a second from Ricciardo's Red Bull. It was a virtuoso performance that drew admiring applause from the crowds, and German-accented Italian whoops and cheers from within the Ferrari's cockpit.

"Friday was not perfect, but we improved the car overnight," said Vettel. "We picked up so much pace. The car was fantastic with one lap. Amazing feeling; so much adrenaline in qualifying!"

A little less heralded, but no less impressive, was the job Ricciardo did to split the two Ferraris and qualify second. Red Bull set the pace narrowly in Friday practice and carried strong form through to qualifying, though it did not make quite as big a step forward as Ferrari. But Kimi Raikkonen seemed to be struggling to keep his rear tyres in shape in comparison with Vettel, which allowed Ricciardo to set up Sunday's showdown with his former team-mate.

"It's definitely a driver's track," explained Ricciardo. "All street circuits are but it's a long lap, so you need to be smart around here. Sure, going balls to the wall is good, but there's a way to go balls to wall round here."

Ricciardo: "It's technical, it's fun. I normally like high-speed circuits, but there's something here which has clicked"

"I won't give everything away, but for sure there is a level of maturity that needs to be taken around this track, an approach which is somewhat aggressive but disciplined."

"I think a few of us guys have found that balance. Me, since HRT [where he made his F1 debut in 2011], I've always gone well here; I've always had strong qualifying. It's technical, it's fun. I normally like high-speed circuits, but there's something here which has clicked."

The pre-race concern at Red Bull was that Vettel would ace the start and then do what he does best — lead a race imperiously from the front. He got the first part right no problem, and when he pulled out 5.282 seconds over the first four laps, those fears on the Red Bull pitwall must have deepened.

Not in Ricciardo's 'honey badger' helmet. The Australian remained confident Red Bull's long-run pace was slightly superior to Ferrari's (analysis from practice suggested Red Bull had an advantage of 0.1-0.2s per lap on both compounds of tyre), and watching his former colleague tear off at such a rate only amplified his conviction.

Vettel was going too fast, too soon.

"To be honest I was loving it!" Ricciardo said. "I was like, 'OK this is awesome — unless he keeps that pace, but I don't think he can sustain that'."

"Obviously I saw him come closer to me, [thought] 'this is good', and then I saw on one of the screens a Force India in the tyres and I was like, 'No!'"

"I knew that was our best chance..."

What had alarmed Ricciardo was the first of two safety car interventions that interrupted the flow of the fight at the front of this race. When Nico Hulkenberg's Force India collided with Felipe Massa's Williams as the Brazilian rejoined from his first pitstop on lap 13, Ricciardo had just taken a big half-second chunk out of Vettel's early lead, knocking it back down to 3.680s.

Of course the impression is that Ricciardo was coming back strongly at Vettel and, had the race continued without interruption, that he might have been able to get close enough to jump the Ferrari at the first round of stops.

But a comparison of the average pace of both drivers over that first 13-lap stint, if you ignore the banzai first lap that put Vettel over three seconds clear of the field, suggests they were pretty much neck and neck. Vettel averaged ▶





XPB IMAGES



Safety car was deployed twice

S BLOXHAU/LAT

► 1m52.526s from lap two to lap 12, while Ricciardo averaged 1m52.585s.

Ricciardo took 0.337s out of Vettel on lap 10, 0.204s on lap 11 and 0.489s on lap 12. He then set a personal best in the first sector of lap 13 (0.034s slower than Vettel), and took another tenth out of his rival through sector two. But compared with those other three laps, Vettel had arrested the slide in sector two, where he'd previously been losing the time, suggesting he still had some tyre life in reserve. Then Hulkenberg crashed, Vettel pitted, Ricciardo followed suit, and the chase was off temporarily.

"I was driving a bit into the unknown, so I was trying to build a gap," explained Vettel. "I was surprised to put five seconds on him straight away, then I eased off."

"I was probably pushing a bit hard, which allowed Daniel to be three tenths quicker at the end [of the stint]. I had bit of margin left."

Force India wreckage removed from the scene,

Vettel: "I was driving into the unknown, so I was trying to build a gap. I was surprised to put five seconds on him"

racing resumed on lap 19. Vettel appeared to drive more tactically in this second phase of the race, simply managing his super-soft tyres to start with and keeping Ricciardo's Red Bull at arm's length while backing up the rest of the top order.

The gap hovered between 0.6 and 0.9s over the next nine tours. The fact that both Raikkonen (who dropped away steadily from the first two early on in the race) and Hamilton (who was now running on the harder-compound soft tyre) were pretty much matching Vettel at this stage suggested the leader was proceeding cautiously.

Then Vettel decided to turn the screw, slamming in a laptime two seconds quicker than Ricciardo on lap 27 to suddenly open a gap. The Red Bull took another three tours to arrest the slide, by which

point Vettel was four seconds up the road.

"In the second stint he understood a little bit more what he needed to do," reckoned Ricciardo. "I think we maybe still could have had a chance in the second stint. I felt with the option I was able to keep the tyre a lot better than him in the last few laps."

But in actual fact Ricciardo made no inroads into Vettel's advantage up to lap 37, at which point the safety car was deployed for a second time when a 'track invader' wandered on to the circuit on the straight that links Turns 13 and 14.

Vettel had just pulled out 0.4s on Ricciardo through the first sector of the lap, suggesting he again had pace in hand to cover his rival's potential challenge, despite the fact this bizarre incident granted the Ferrari what Red Bull boss Christian

Horner described as another "free pitstop".

"In the second stint I was dictating the pace; round here it is not so easy to overtake so I was using that," confirmed Vettel. "I knew it was impossible for anyone to go 40 laps on the prime [soft] tyre, they fall apart at the end."

Knowing he was approaching the window for a second pitstop, Vettel stretched a gap to protect himself against losing track position should Red Bull attempt an earlier pitstop for Ricciardo. As Vettel said: "It worked pretty well."

Before this unfortunate second interruption, both drivers had been lapping up to a second quicker than their main rivals, and once racing resumed for the final time on lap 41, it was time for the two leaders to take the gloves off in their personal battle over the remainder of the grand prix.

Vettel struck the first blow, opening up a 2.241s lead over the course of the first lap following the restart. He worked that advantage gradually up to 3.142s by lap 47, before Ricciardo started coming back at the Ferrari.

"He sort of pulled away at the start and I wasn't too fussed," said Ricciardo. "I knew the stint was really long, but then with about 12-15 laps to go, I was like, 'the tyres are going to last, let's just get into it!' And I think he was getting into it as well. I was hoping that maybe his tyres would go. I think at the end I probably had a bit more life in my tyres, but the difference on the prime [soft] wasn't as big, and the degradation wasn't as big."

"He was able to manage it pretty well."

Excluding the final lap of the race, where Vettel



TEE/LAT



Vettel usually excels in Singapore

XPB IMAGES

QUALIFYING



Vettel pole ended Mercedes' run



It was difficult to believe Mercedes would struggle as badly as it did in qualifying for the Singapore Grand Prix. Sure, Lewis Hamilton and Nico Rosberg weren't particularly fast during Friday practice, but Hamilton was only three tenths off the pace in FP2, and Mercedes always leaves something in reserve, right?

Everything would be fine come Saturday.

Except it wasn't. Alarm bells started ringing after Hamilton lapped over a second off the pace in FP3 and Rosberg was a further four tenths adrift. The gap grew in qualifying, as Mercedes found itself in the unusual position of throwing new tyres at its cars in an effort to keep up, rather than saving them for the race.

That meant Hamilton and Rosberg only had enough rubber left for one run on new tyres in Q3. Hamilton couldn't get within 1.4 seconds of Sebastian Vettel's pole time and wound up fifth, while Rosberg was a tenth further back in sixth.

It was Mercedes' worst qualifying result since Hamilton qualified fifth for the 2013 US GP, and the world champion was stumped for an explanation afterwards.

"I have 100 per cent confidence in the car," said Hamilton. "The balance was good, I had no understeer, [but] traction wasn't great, grip wasn't particularly great. We've worked a lot on the balance to try to find more grip from the tyres, but in actual fact it's not the set-up. It's just these tyres, for some reason, are not working on our car."

The layout of the Marina Bay Circuit neutralises much of Mercedes' current 'natural' advantages in terms of engine performance and downforce. This track is more about traction, brakes, driver skill, and tyre management. The last of these elements likely had the biggest influence on mixing up the grid at Singapore. The super-soft tyre is a delicate compound that is very easy to under or overheat, depending on the vagaries of how it is prepared, how the car is set-up, and how the individual driver makes use of the rubber.

Mercedes reckoned it was underheating the tyre, so the W06 was well-balanced but the drivers just could not 'switch on' the rubber to extract grip from it.

"To do that you need to have all the matrices right – ride height, camber, torque, pressure, temperatures," explained Mercedes boss Toto Wolff. "This is a new one for us."

It's something Ferrari and Red Bull clearly got right, Vettel particularly so in destroying his opposition with a mighty final lap in Q3. He was already three tenths up on Ricciardo's Red Bull after the first runs, before finding 0.420s on his final flier to take pole by over half a second.



Mercedes struggled less on prime tyre



Ricciardo and Vettel were in a class of their own

clearly backed off in sealing the 42nd grand prix victory of his career (pulling him one clear of Ayrton Senna into third on the all-time list of race victors) the Ferrari was 0.12s faster per lap on average than the Red Bull over that final 20-lap sprint to the flag.

Raikkonen's third-placed Ferrari was over six tenths per lap slower on average, Rosberg's fourth-placed Mercedes over a second per lap slower. As Horner pointed out afterwards, Vettel and Ricciardo were in "a league of their own" here.

Ultimately, regardless of the safety car interventions, it seems Vettel's Ferrari held a narrow but crucial advantage over Ricciardo's Red Bull, particularly early on in the stints, which allowed him to just about dictate terms to his former team-mate over the course of the longest

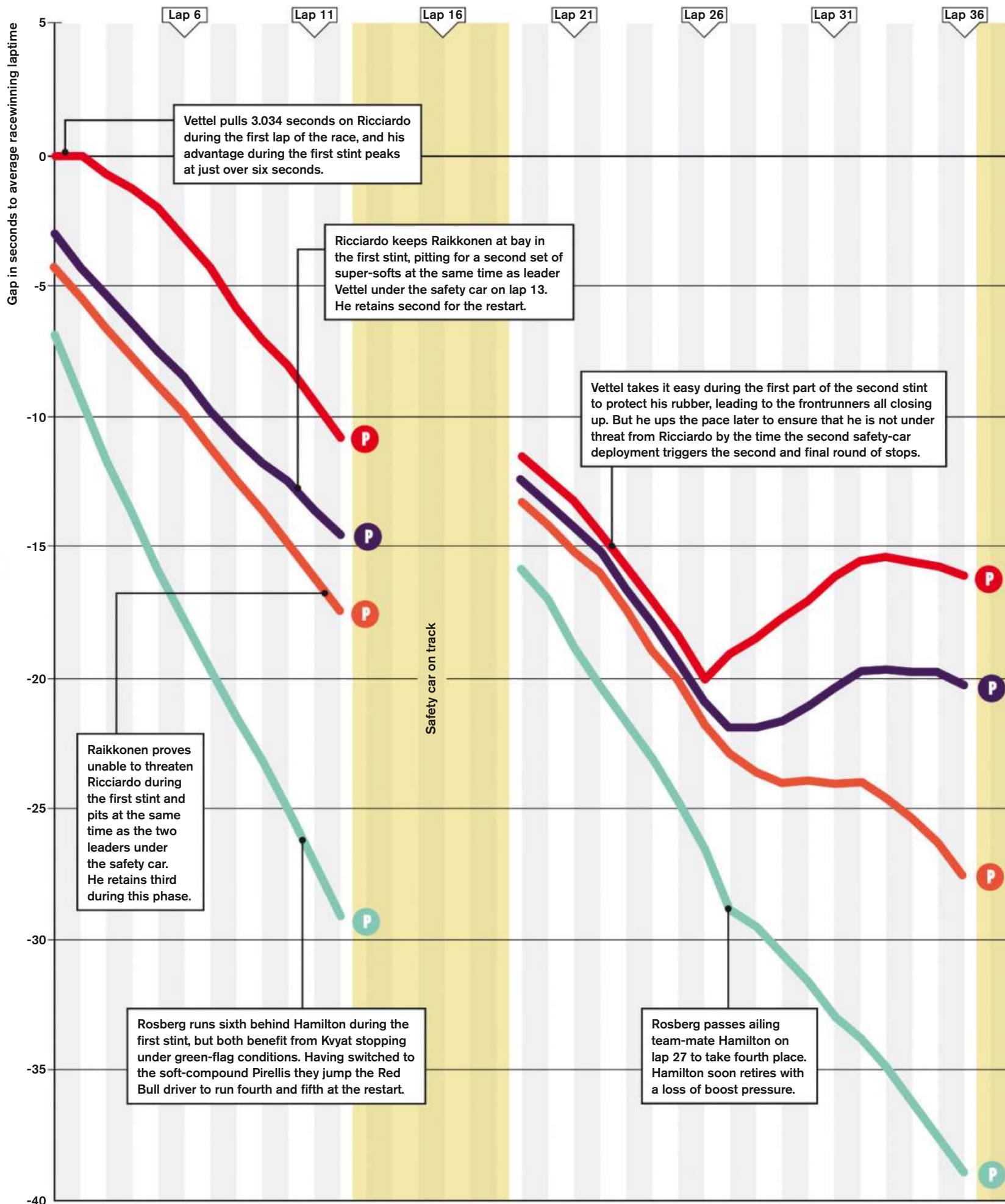
and most arduous grand prix of the season.

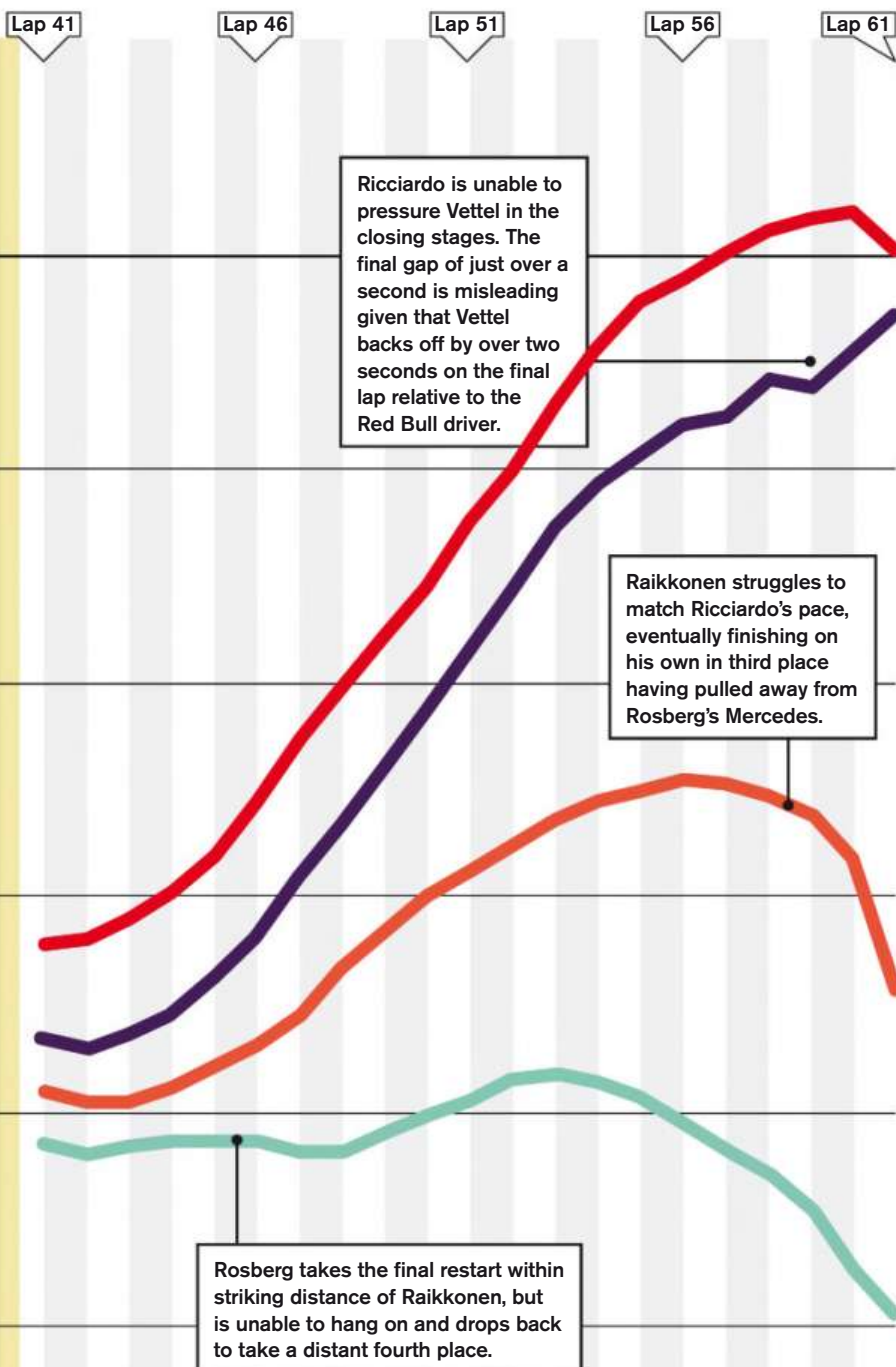
"I think I did what I could today," said Ricciardo, who had the consolation of denying Vettel a 'clean sweep' by setting the fastest lap (by just 0.028s) during that final furious bout. "The way I attacked when I needed, it was all I could do. Seb's not dumb either; I think he did what he could do as well."

"Today was classic Sebastian Vettel," added Horner. "Managing the race from the front, looking after the tyres, not making any mistakes. But he didn't get the fastest lap..."

No matter. This was still a race weekend where Sebastian Vettel reminded everyone just why he is a four-time champion of the world, chased all the way by a driver in Daniel Ricciardo who is looking more and more like a champion of the future. 🏆

HOW THE RACE WAS WON





HOW THE GRAPH WORKS

- Sebastian VETTEL
- Daniel RICCIARDO
- Kimi RAIKKONEN
- Nico ROSBERG

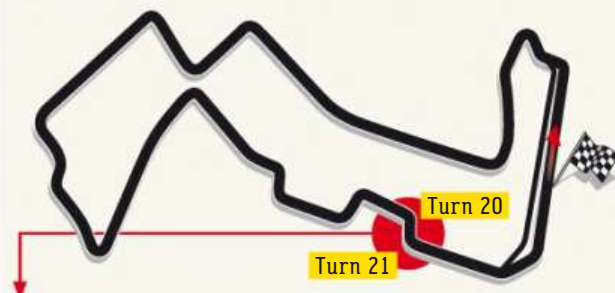
This graph plots the positions of the key players in the race, relative both to each other and the average race-winning pace (0 seconds). The race-winning pace is calculated by taking the winner's race time and dividing it by the number of laps (except first and SC laps).

TRACKSIDE VIEW

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The first hint that Mercedes might really be in trouble at the Singapore Grand Prix emerged during the final free practice session on Saturday, when Lewis Hamilton and Nico Rosberg both lapped over a second off the pace set by Sebastian Vettel's Ferrari. Viewed trackside from the outside of Turn 20/21, the third in a sequence of quickfire right-left, left-right, right-left combinations that make up the final sector of a Marina Bay lap, there was nothing obviously wrong with how the two W06s looked on track.

Both did appear to be struggling to put the power down exiting through the left-hander – Rosberg more so than Hamilton – but otherwise the car looked comfortable to drive and well balanced. By contrast, Max Verstappen, Fernando Alonso and Vettel looked spectacular, almost dancing their cars through.

The Toro Rosso and the McLaren were clearly demanding more from the tyres, which would squeal and slide in protest, while Vettel looked like he had superior traction, though still having to deal with the trace of understeer on entry that's been evident in the SF15-T since pre-season.

"Raikkonen's style perhaps demands too much from the tyres on this circuit"

Kimi Raikkonen's style, more about high-speed entry and momentum than the sharp changes of direction Vettel prefers, perhaps demands a little bit too much from the tyres on a circuit that is mostly made up of tight corners.

After trudging back to the paddock in the twilight I caught up with ex-Caterham F1 driver Karun Chandhok, who was salivating at the prospect of a non-Mercedes taking pole.

"The Mercedes look OK... but like they are just driving around," he said. "Perhaps they are struggling with tyre temperatures on an unusual track surface."

It's almost as if he was peering into a crystal ball...



Singapore is made up of tight, short corners

STORIES OF THE RACE

Mysterious tyre struggle hampers Mercedes

The Mercedes Formula 1 team could not definitively explain its lack of competitiveness at the Singapore Grand Prix, as Lewis Hamilton retired with a boost pressure problem and team-mate Nico Rosberg trailed home a distant fourth.

Both cars struggled to generate sufficient temperature on the super-soft Pirelli tyres, which consigned the drivers to row three of the grid and a difficult race. Hamilton matched the pace of Daniil Kvyat's Red Bull over the first 11 laps of the race, before jumping the Russian thanks to pitting a lap later when the virtual safety car was deployed after Nico Hulkenberg crashed at Turn 3.

Hamilton thus found himself in fourth place, and the reigning world champion was keeping pace with the leading group following the re-start, before his car suffered a loss of boost pressure caused by a "freak failure" of the clamp that connects his engine's intercooler to the plenum.

"The race was going really well, then the engine just lost power, so I was just driving round slowly," said Hamilton of his first retirement in 20 races. "It was like driving on the pit limiter.

"I was dead last, so even if the power had come back I would have just wasted an engine. I may have got one point, but I doubt it very much because you can't overtake here."

Hamilton felt his car was fast enough to

challenge for victory before the problem, but Mercedes boss Toto Wolff conceded that was unlikely given the pace frontrunners Sebastian Vettel and Daniel Ricciardo showed at key moments in the race.

"Sebastian was managing the pace," Wolff said. "The moment he picked it up, twice in the race, he was just gone. Maybe a podium was possible for Lewis, but I think the [pace] gap was similar to yesterday [when both Mercedes were off the pace in qualifying]."

Rosberg thus inherited fourth place, cutting Hamilton's points advantage in the title race back to 41. He was nearly half-a-second per lap slower than Kimi Raikkonen's third placed Ferrari during the final 21-lap stint on soft tyres, and over a second slower than race winner Vettel, suggesting Mercedes' tyre problems continued in the race.

"We spoke to the drivers and the degradation was just massive, which is unexplainable for us," added Wolff. "We believe it to be a circuit-specific problem with the tyres where we didn't manage to get the grip.

"It's a very specific circuit, in terms of the way the tyre operates compared with many other circuits."



Singapore police arrest track invader

A 27-year-old man was arrested after crossing the barriers of the Marina Bay street circuit during the Singapore Grand Prix. The safety car was deployed on lap 37 of the race when the man was spotted.

CCTV footage showed the intruder climbing through a gap in the security fencing on one side of the track between Turns 13 and 14. Initially, the man walked across the circuit before breaking into a jog as race leader Sebastian Vettel flashed past him.

The man continued to make his way down the track as the rest of the field drove past, before making his escape through another gap in the fencing.

This is the second time this season the track has been invaded during a Formula 1 session.

At April's Chinese Grand Prix, a man scaled the catchfencing along the start-finish straight during second practice and climbed over the pitwall.



Ferrari team's enthusiasm overflowed in parc ferme

Raikkonen secures final podium spot

Ferrari's Kimi Raikkonen admitted to being ambivalent about securing only his second podium of the season in the Singapore Grand Prix. The Finn was pleased with how his car felt on Friday, but on Saturday complained of a lack of grip and admitted he was struggling under braking and on corner entry.

Though he qualified third and scored the 79th podium of his career in the race, Raikkonen remained unhappy with his car in race trim, and he finished well behind team-mate Sebastian Vettel and Daniel Ricciardo's Red Bull.

"I have mixed feelings," he said. "I am happy to be third after how difficult it's felt in the last two

days, but it's disappointing in that on Friday we knew that we were faring pretty well.

"In the race, I had no chance to do anything about the first two. I could follow them at the beginning but once my tyres dropped off they just went away."

Raikkonen's Ferrari team also promised to "send a written unconditional apology" to officials and security staff following an incident after the race. According to the FIA, a large group of mechanics pushed past security staff and knocked down barriers in trying to reach parc ferme in order to celebrate victory and see their drivers on the podium.



DUNBAR/LAT

BIG NUMBER

33

Number of races since the last time there wasn't a Mercedes on the first two rows of the grid



DUNBAR/LAT

Verstappen defies STR team orders

Max Verstappen rejected two direct commands from Toro Rosso to allow Carlos Sainz Jr to pass him during the closing stages of the Singapore Grand Prix, but team boss Franz Tost later backed his driver's decision.

The situation arose in the later stages as Verstappen – who had made a strong recovery drive after his anti-stall kicked in at the start – and Sainz were running in eighth and ninth place. Verstappen was running behind the Force India of Sergio Perez.

Explaining the situation, Tost said: "The team wanted to swap positions because we thought Carlos was faster with new tyres, but this was not the case. Max was right because Carlos was simply too far away, between three and five tenths behind. You have to catch up, and he [Sainz] should have

shown at first he was capable of overtaking Max before then trying to catch Perez."

Verstappen felt that he was within his rights to hold station: "If you're one lap down and you manage to be back in the points as the leading Toro Rosso, then for me there is no reason to switch positions," he said.

"With Checo, we couldn't have got past because his top speed was unbelievable."

Sainz believed he deserved a shot at Perez, confirming that he would have given the place back if he had failed to pass the Force India.

"I thought, 'Well, he has tried for 10 laps, let me try for one lap,' because I had overtaken several cars," said Sainz. "I asked for a try if I could overtake him, and if not in two laps I would let him by again."



SBLOXHAM/LAT

Manor impressed with Rossi debut

Alexander Rossi pleased his Manor Marussia team with his performance in the Singapore Grand Prix, particularly since he was left to his own devices after losing his radio connection with the pitwall.

The American made his F1 debut by replacing regular driver Roberto Merhi in the seat alongside Will Stevens. It was the first of five appearances over the course of the rest of the season.

Rossi, a frontrunner in GP2, lost valuable track time with a crash in first practice on Friday, and qualified half-a-second adrift of team-mate Stevens in the repaired car on Saturday.

But Rossi passed Stevens at Turn 7 on the opening lap of the race and eventually beat him by 14.806s, despite a radio problem during the race.

"Obviously he had a slip up in FP1 but he won't be the first driver who's crashed there and he won't be the last one," said Manor sporting director Graeme Lowdon.

"I think he drove a good race considering we lost radio communication."

Q&A

ALEXANDER ROSSI
MANOR F1
DEBUTANT



DUNBAR/LAT

How do you feel your F1 debut went?

I think overall it was good. I'm my biggest critic and I'm still a little bit disappointed with my mistake in FP1 and then not maximising everything in qualifying. Aside from that I think it was generally quite a positive weekend.

Talk us through the start

My start wasn't great, which I think you could expect! But I was able to get quite a good run on Will out of Turn 5 and he broke quite late [for Turn 7] and I was able to take advantage of that. From there, I think we had quite a strong pace compared with him. It was good to be able to show that.

How do you feel about the start you've made in proving you deserve to be on the grid?

My confidence level in the car just increased massively, because of the amount of laps I did, so going into Suzuka I'll get into the car with a whole new understanding of how it works, and how to maximise it. So I think I'll immediately start at a bit of a higher level than I did this weekend. The track should suit our car a little bit more as well, so I'm looking forward to it. My progression can only go upwards from here.

STORIES OF THE RACE



XPB IMAGES

26



DUNBAR/LAT

Hulkenberg queries Singapore penalty

Nico Hulkenberg has claimed that he does not understand why he was penalised for his collision with Felipe Massa in the Singapore Grand Prix without being given an opportunity to express his view of the incident.

Massa's Williams had just pitted and was rejoining the track on lap 13 when he collided with Hulkenberg at the apex of Turn 3, pitching the Force India into the barriers.

The stewards made their decision during the race, deeming Hulkenberg to be at fault and handing him a three-place grid drop for this weekend's Japanese GP, plus two penalty points on his licence.

"The accident with Felipe was very unlucky and I don't

understand why I've been given a penalty before there has even been the chance to discuss the incident in the stewards' room," said Hulkenberg.

"I saw Felipe coming out of the pit exit as I went through Turn 1, but I was ahead in Turn 3, I was on the racing line and I took the corner as usual.

"In my view it was my corner and I'm surprised Felipe backed out of it much too late, locking up just before he hit me."

But Massa described the incident differently: "I was braking for the corner and he turned his car in on mine, leaving me with nowhere to go, so we hit."

Button hits out at Maldonado's driving

Jenson Button called Pastor Maldonado's behaviour "very strange" in the moments that led to their collision during the Singapore GP.

The McLaren driver suffered a broken front wing when he ran into the back of Maldonado's Lotus on the exit of Turn 17 on lap 41, shortly after the final restart, as they disputed ninth place. The stewards investigated the incident but took no action.

"The Lotuses were so slow," said Button, who described Maldonado as "mental" over the radio. "I tried down the inside, but I don't know where Maldonado thought I was going to go. I don't think he brake-tested me but he didn't accelerate."

"I drove into the back of him, so you could say it was my fault, but he didn't accelerate out of the corner – very, very strange.

"He was obviously trying to block the inside line – and the corner before that he just drove me off the circuit.

"You can't do that in Formula 1, especially around a circuit like this – but it's not the last time he'll do it. He hasn't changed, and he won't ever change."

Button said a top-10 finish was on for McLaren, but a pitstop problem, the clash with Maldonado and the gearbox issue ruined his chances, while team-mate Fernando Alonso also retired with gearbox trouble.

Safety-car timing spoils Kvyat's race

Red Bull rued the timing of both safety-car periods, which cost Daniil Kvyat at least a fourth-place finish.

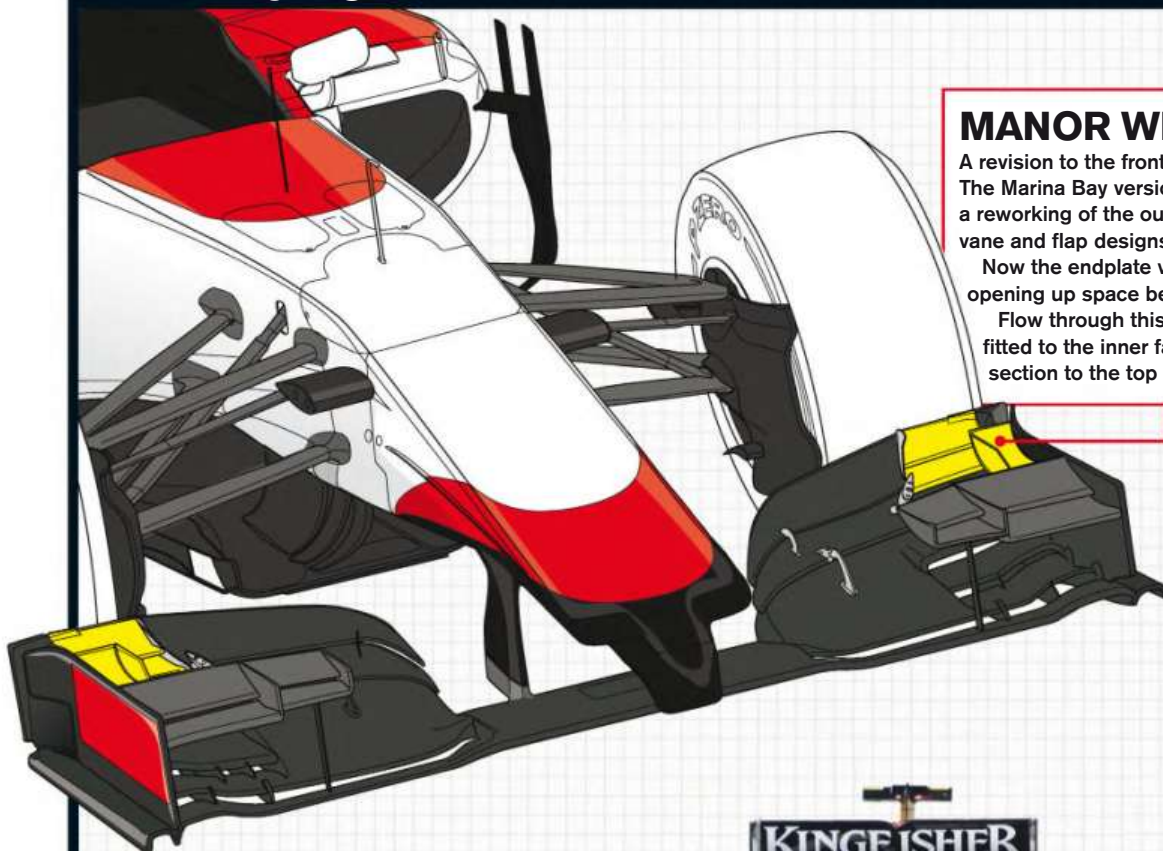
Kvyat qualified fourth and attacked Kimi Raikkonen's Ferrari into the first corner after the start. He had a wobble on the kerb as Raikkonen defended, but managed to keep ahead of the two Mercedes and the Williams of Valtteri Bottas through Turn 3.

He made his first pitstop on lap 12, and rejoined the race just before Felipe Massa collided with Nico Hulkenberg. Going slowly under initial virtual-safety-car conditions dropped him to sixth, behind both Mercedes.

He moved up to fifth when Hamilton retired, but lost a place to Bottas after pitting on lap 33, just four laps before the safety car was called again. He eventually finished a close sixth behind the Williams.

DRAWING BOARD

by Craig Scarborough



MANOR WING REBORN

A revision to the front wing has long been overdue at Manor. The Marina Bay version of this key aero component featured a reworking of the outboard shape, changing the endplate vane and flap designs in the process.

Now the endplate vane is detached at its trailing edge, opening up space between it and the wing itself.

Flow through this opening is influenced by both a canard fitted to the inner face of the vane and a new slotted section to the top corner of the flap.



FERRARI FLOOR DEVELOPMENT

Changes were much more subtle at Ferrari, who made just two noticeable additions to the SF15-T: tiny winglets on the rear crash structure and new floor slots.

The slots vent high pressure from above the floor to the area just inside the rear tyre. This offsets the airflow spilling off the tyre, which can upset the diffuser's performance, a problem known as 'tyre squirt'.

Previously teams have run up to four slots in the floor; the revised Ferrari had nine.

Force India floor

Following its major Silverstone update, Force India's windtunnel programme in Toyota's Cologne facility has now delivered a new floor and associated parts.

Most visibly different is the diffuser, which works the centre section much harder, with vertical flaps wrapping around the rear crash structure.

This update also provided a new rear winglet, which hangs by a cantilever bracket from the rear-wing mounting pillar, rather than from endplates attached to the rear crash structure.



Sauber's nose

Having been forced to use a development of its long 2014 nose so far, the Sauber gained a definitive 2015 nose design in Singapore. This development was introduced along with a comprehensive aero update, including a new front wing, brake ducts, rear wing and diffuser.

The nose follows the short thumb-shape design, much akin to McLaren's interpretation of the rules, with a square profile and a short, stubby extension to meet the cross-sectional regulations for the front of 100mm.

While Sauber's new front wing is a heavily revised version of its unraced China-spec wing, the Singapore update is more aggressively shaped where its inner tips meet the centre neutral section.



Aero detail changes for McLaren

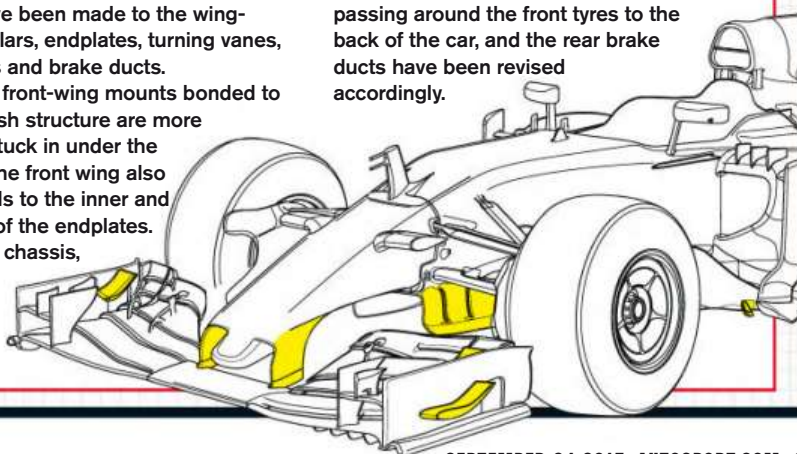
McLaren managed a comprehensive reworking of its front-end aero, without resorting to any major new parts. Based around the short nose and front wing, changes have been made to the wing-mounting pillars, endplates, turning vanes, bargeboards and brake ducts.

Firstly the front-wing mounts bonded to the front crash structure are more twisted and tuck in under the nosecone. The front wing also gains canards to the inner and outer faces of the endplates.

Under the chassis, the turning vanes below the front suspension

are all new, and the larger bargeboards ahead of the sidepods have small fins added to the trailing edges.

All these updates alter the airflow passing around the front tyres to the back of the car, and the rear brake ducts have been revised accordingly.



DRIVER RATINGS

MERCEDES



6

NICO ROSBERG

Went the wrong way on set-up on Friday, but recovered to qualify a tenth adrift of Hamilton amid Mercedes' tyre temperature woes. In the race, Rosberg benefited from Hamilton's retirement and Kvyat's bad luck with safety car timings to rise to fourth. Not too much to criticise (though he was slower than Hamilton's healthy car) – Mercedes simply wasn't at the races.



7

LEWIS HAMILTON

Hamilton was mystified by Mercedes' lack of pace in qualifying. Didn't hook his best sectors together (difficult here), but wouldn't have qualified any higher if he had. He thought he had the pace and strategy to win before a faulty clamp caused his engine to lose boost pressure. Quicker than Rosberg in the race, but possibly not fast enough to take on Vettel and Ricciardo.

RED BULL



10

DANIEL RICCIARDO

The RB11 has improved steadily since Silverstone, and Ricciardo has been driving better too, less frustrated by the car. It wasn't quite a match for the Ferraris here, but Ricciardo produced an excellent lap to split them in qualifying and took the fight to Vettel in the race. Another highly impressive performance from the Australian, who made Vettel work for the win.



7

DANIIL KVYAT

Was impressively fastest on Friday, despite missing most of the first session with a fuel system problem. Didn't quite carry that form through to qualifying, and paid for dropping two tenths in the middle sector on his vital lap in Q3. In the race, pitting before each safety car dropped him behind the Mercs, then Bottas' Williams, but he also lacked a touch of pace in each stint.

WILLIAMS



6

FELIPE MASSA

Massa could have split the Mercedes had he hooked it together in qualifying, but wound up three tenths adrift of Bottas and behind Verstappen too. Didn't do a lot wrong in the race. A slow right-front tyre change lost him crucial seconds, which led to a collision with Hulkenberg at Turn 3. The resultant puncture set him back, then a gearbox problem put him out.



8

VALTTERI BOTTAS

Williams has worked hard to understand why the FW37 is so weak in low-speed corners, which seems to be paying off as the team was far more competitive here than in Monaco. Bottas did a better job in qualifying than Massa. Hopes of fighting Mercedes in the race were a little wide of the mark, but he did his job well enough and got the best result possible.

TORO ROSSO



8

MAX VERSTAPPEN

A rollercoaster ride on his Singapore debut. Couldn't keep the rear tyres alive in final practice, but set-up changes helped him split the Williams cars in qualifying. Stalled at the start, but one safety car got him back on the lead lap, and the other closed the field up so he could attack. Did so with aplomb, vaulting Nasr's Sauber and the two Lotuses to regain his original position.



6

CARLOS SAINZ JR

Hit the wall on Friday, and again (much harder) in qualifying, which meant he didn't make Q3. Started the race well, but gearbox glitch before first restart lost him time and probably tyre temperature. Lost 15s to Verstappen in next eight laps. Third stop under the second safety car reset his race. Drove well at the end but was lucky to get away with forcing Grosjean wide at Turn 1.

“VERSTAPPEN HAD A ROLLERCOASTER RIDE ON HIS SINGAPORE DEBUT”



XPBIMAGES

BEN ANDERSON reviews and rates each driver's grand prix weekend performance out of 10

FERRARI



SEBASTIAN VETTEL

Vettel is prodigious around this circuit, which suits his driving style. Wasn't totally happy with the car on Friday, but set-up changes meant he was untouchable in final free practice and qualifying. His final Q3 lap was mesmerising. Wasn't so dominant in race, and was pushed hard by Ricciardo, but always seemed to have *just* enough in hand. This was Vettel at his very best.



KIMI RAIKKONEN

Raikkonen was the faster Ferrari driver on Friday, but things unravelled after that. He wasn't happy with the handling of his SF15-T in final practice, and ended qualifying 0.782s slower than Vettel, a huge gap to a team-mate. He found parts of the race better, but lost too much rear grip when he tried to push. Puzzling that Vettel got the tyres working so well, yet Raikkonen could not.

McLAREN



FERNANDO ALONSO

Like Vettel, Alonso is a bit of a monster here, and was the faster McLaren driver all weekend. Revelled in the MP4-30's improved performance compared to Monza and did well to outpace Button by 0.691s and split the Force Indias in qualifying. Chased Perez early on, fought with Sainz after the first stops, and was in the points when his gearbox packed up.



JENSON BUTTON

Button felt hot brakes contributed to a weak qualifying session, where he struggled to "read" the tyres. Had a bad race start, dropping behind both Saubers on the first lap, then lost 35s to a problem with right-front wheelnut at first pitstop. Decent pace, but contact with Maldonado after the second restart, followed by a gearbox problem ended hopes of a point.

FORCE INDIA



SERGIO PEREZ

Feels he's got a handle on how to set up the 'B-spec' VJM08 now, and was sure he could have made the top 10 on the grid without the yellow flags caused by Sainz's crash late in Q2. Made a strong start to jump Alonso's McLaren and Grosjean's Lotus. His tyre management skills again came to the fore, leaving him enough rubber to fend off the charging Toro Rossos at the end.



NICO HULKENBERG

Hulkenberg felt happy with his car's balance on Friday, but complained the car was "snappy, on the edge and difficult to drive" in qualifying, where he would have qualified behind Perez but for the yellow flags at the end of Q2. His race started well enough, but then he lost points chance through needless contact with Massa's Williams, for which he copped a penalty.

LOTUS



ROMAIN GROSJEAN

Again earned praise for transforming a car that was well off the pace in practice into a vessel for another "miracle" Q3. But he overcooked his top-10 run so wound up a distant 10th on the grid. Felt that Verstappen stalling in front and his own sloppiness accounted for his first-lap slide to 13th. Attempted mammoth 35-lap final stint on soft tyres but ran out of grip so fell out of the points.



PASTOR MALDONADO

Maldonado yo-yoed up and down the timesheet in practice and was nowhere in qualifying, unable to extract grip from his E23. Tangle with Button shortly after the final restart was unnecessary, and he got mugged by the Toro Rossos soon after, though may have picked up diffuser damage. A late switch back to super-soft tyres came too late to recover points.

MANOR



WILL STEVENS

Stevens reckoned this was the "hardest weekend of my F1 career so far" on "the hardest track I've ever had to learn". Needless Friday shunt set him back, so was pleased to finish half a second faster than new team-mate Alexander Rossi in qualifying. Locked up trying to defend position at Turn 7 on the first lap, and couldn't keep pace as the race wore on. A "character building" event.



ALEXANDER ROSSI

Rossi was quick out of the box in FP1 but shunted heavily, thus missed most of the crucial second session. Worked hard in FP3, but wasn't totally comfortable with the effect of engine braking on the car's balance, which affected his qualifying. Drove a fine race on debut, though, particularly the final stint, where he pulled out over 13s in 18 laps on his team-mate.

SAUBER



MARCUS ERICSSON

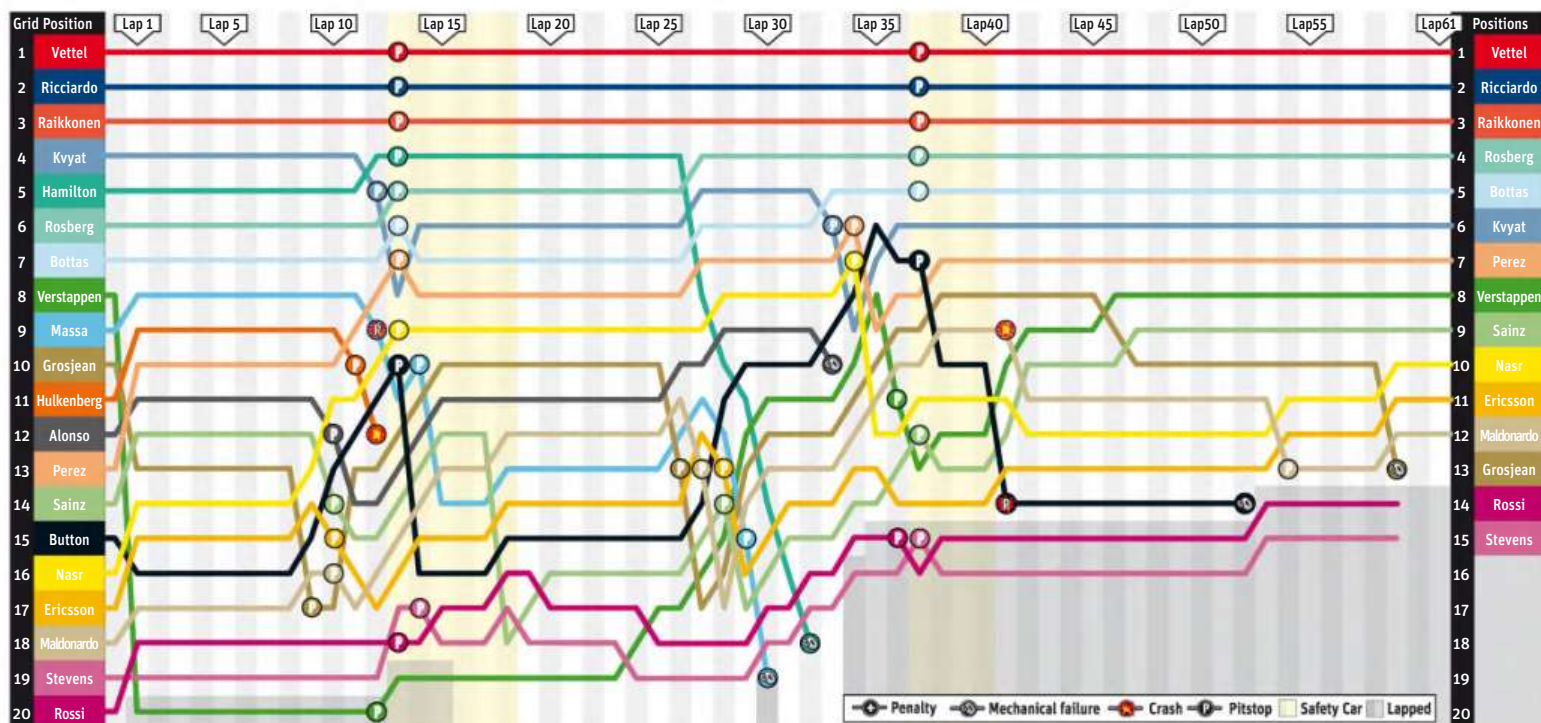
Was disappointed not to make Q2 in the heavily updated Sauber, and felt the strategy for releasing him for his first run in Q1 was to blame for his early ice bath. Was unlucky with the timing of the safety cars, but also burned up his last set of tyres trying to follow team-mate in chasing down Grosjean, so was lucky not to get passed by Maldonado on the last lap.



FELIPE NASR

This was a much better grand prix for Nasr, who finished in the points for the first time since May's Monaco GP. Felt the circuit exposed the C34's Achilles' heel on traction, but managed to squeak narrowly ahead of Ericsson in qualifying and enjoyed a marginally stronger race. Slightly superior tyre management from the Brazilian told at the end. A solid drive.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m47.995s
2	HAMILTON	1m48.314s
3	RICCIARDO	1m48.331s
4	VETTEL	1m48.494s
5	RAIKKONEN	1m48.785s
6	BOTTAS	1m49.380s
7	VERSTAPPEN	1m49.466s
8	HULKENBERG	1m49.854s
9	SAINZ	1m50.019s
10	MALDONADO	1m50.068s
11	ALONSO	1m50.123s
12	PEREZ	1m50.125s
13	NASR	1m50.158s
14	GROSJEAN	1m50.341s
15	BUTTON	1m50.455s
16	ERICSSON	1m50.883s
17	MASSA	1m51.035s
18	KVYAT	1m51.188s
19	STEVENS	1m53.903s
20	ROSSI	1m53.918s

Weather: hazy, dry; air 29C; track 36C

PRACTICE 2: Friday

POS	DRIVER	TIME
1	KVYAT	1m46.142s
2	RAIKKONEN	1m46.181s
3	RICCIARDO	1m46.256s
4	HAMILTON	1m46.479s
5	VETTEL	1m46.487s
6	PEREZ	1m46.659s
7	ROSBERG	1m46.781s
8	ALONSO	1m46.959s
9	HULKENBERG	1m47.294s
10	VERSTAPPEN	1m47.427s
11	MASSA	1m47.684s
12	NASR	1m47.755s
13	ERICSSON	1m47.795s
14	BUTTON	1m47.888s
15	SAINZ	1m48.012s
16	GROSJEAN	1m48.096s
17	BOTTAS	1m48.118s
18	MALDONADO	1m50.094s
19	ROSSI	1m56.739s
20	STEVENS	1m59.932s

Weather: dark, dry; air 28C; track 33C

PRACTICE 3: Saturday

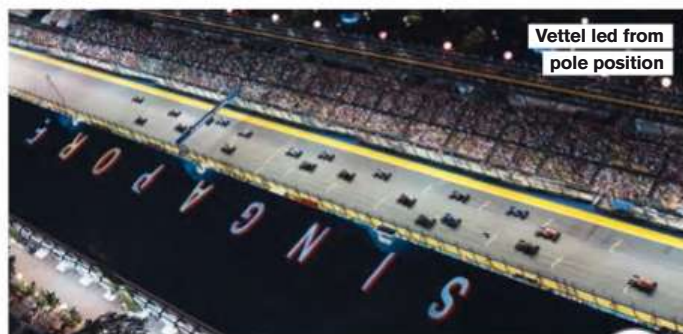
POS	DRIVER	TIME
1	VETTEL	1m45.682s
2	RAIKKONEN	1m46.132s
3	KVYAT	1m46.167s
4	RICCIARDO	1m46.359s
5	HAMILTON	1m46.802s
6	ROSBERG	1m47.223s
7	ALONSO	1m47.237s
8	SAINZ	1m47.301s
9	VERSTAPPEN	1m47.464s
10	ERICSSON	1m47.568s
11	BOTTAS	1m47.587s
12	HULKENBERG	1m47.640s
13	BUTTON	1m47.715s
14	MASSA	1m47.733s
15	MALDONADO	1m47.817s
16	PEREZ	1m48.002s
17	GROSJEAN	1m48.116s
18	NASR	1m48.932s
19	ROSSI	1m52.588s
20	STEVENS	1m55.293s

Weather: hazy, dry; air 30C; track 39C

McLaren continued to under-perform



Vettel led from pole position



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m46.017s (3)	1m44.743s (1)	1m43.885s
2	RICCIARDO	1m46.166s (4)	1m45.291s (4)	1m44.428s
3	RAIKKONEN	1m46.467s (8)	1m45.140s (3)	1m44.667s
4	KVYAT	1m45.340s (1)	1m44.979s (2)	1m44.745s
5	HAMILTON	1m45.765s (2)	1m45.650s (6)	1m45.300s
6	ROSBERG	1m46.201s (5)	1m45.653s (7)	1m45.415s
7	BOTTAS	1m46.231s (6)	1m45.887s (10)	1m45.676s
8	VERSTAPPEN	1m46.483s (9)	1m45.635s (5)	1m45.798s
9	MASSA	1m46.879s (14)	1m45.701s (8)	1m46.077s
10	GROSJEAN	1m46.860s (13)	1m45.805s (9)	1m46.413s
11	HULKENBERG	1m46.669s (12)	1m46.305s	-
12	ALONSO	1m46.600s (11)	1m46.328s	-
13	PEREZ	1m46.576s (10)	1m46.385s	-
14	SAINZ	1m46.465s (7)	1m46.894s	-
15	BUTTON	1m46.891s (15)	1m47.019s	-
16	NASR	1m46.965s	-	-
17	ERICSSON	1m47.088s	-	-
18	MALDONADO	1m47.323s	-	-
19	STEVENS	1m51.021s	-	-
20	ROSSI	1m51.523s	-	-

Weather: dark, dry; air 28C; track 34C

QUALIFYING STATISTICS

	HEAD	TO HEAD
ROSBERG	1	12
RICCIARDO	8	5
MASSA	7	6
VETTEL	10	3
ALONSO/MAGNUSSEN	6	6
PEREZ	4	8
SAINZ	8	5
GROSJEAN	12	1
ERICSSON	5	8
STEVENS	8	3
HAMILTON		
KVYAT		
BOTTAS		
RAIKKONEN		
BUTTON		
HULKENBERG		
VERSTAPPEN		
MALDONADO		
NASR		
MERHI/ROSSI		



POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	BRN	MC	CDN	A	GB	H	B
I	11									
ROSBERG	E	1								
VETTEL	SGP	1								



RACE: 61 LAPS - 191.897 MILES

POS	DRIVER	DRIVER NUMBER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	5	FERRARI	61	2h01m22.118s	1m50.069s	2	58.445s	1
2	DANIEL RICCIARDO	3	RED BULL-RENAULT	61	+1.478s	1m50.041s	2	1m00.726s	2
3	KIMI RAIKKONEN	7	FERRARI	61	+17.154s	1m50.341s	2	1m00.720s	3
4	NICO ROSBERG	6	MERCEDES	61	+24.720s	1m50.934s	2	1m00.449s	6
5	VALTTERI BOTTAS	77	WILLIAMS-MERCEDES	61	+34.204s	1m51.342s	2	58.499s	7
6	DANIIL KVIAT	26	RED BULL-RENAULT	61	+35.508s	1m51.109s	2	1m02.083s	4
7	SERGIO PEREZ	11	FORCE INDIA-MERCEDES	61	+50.836s	1m51.970s	2	59.408s	13
8	MAX VERSTAPPEN	33	TORO ROSSO-RENAULT	61	+51.450s	1m50.298s	2	1m02.051s	8
9	CARLOS SAINZ	55	TORO ROSSO-RENAULT	61	+52.860s	1m50.401s	3	1m34.597s	14
10	FELIPE NASR	12	SAUBER-FERRARI	61	+1m30.045s	1m52.566s	2	59.596s	16
11	MARCUS ERICSSON	9	SAUBER-FERRARI	61	+1m37.507s	1m51.594s	3	1m28.844s	17
12	PASTOR MALDONADO	13	LOTUS-MERCEDES	61	+1m37.718s	1m50.175s	3	1m28.981s	18
13	ROMAIN GROSJEAN	8	LOTUS-MERCEDES	59	-2 laps	1m52.353s	2	1m00.466s	10
14	ALEXANDER ROSSI	53	MARUSSIA-FERRARI	59	-2 laps	1m55.312s	2	1m03.216s	20
15	WILL STEVENS	28	MARUSSIA-FERRARI	59	-2 laps	1m55.890s	2	1m08.245s	19
R	JENSON BUTTON	22	McLAREN-HONDA	52	gearbox	1m51.167s	3	2m13.245s	15
R	FERNANDO ALONSO	14	McLAREN-HONDA	33	gearbox	1m53.325s	1	34.237s	12
R	LEWIS HAMILTON	44	MERCEDES	32	power unit	1m52.505s	1	28.917s	5
R	FELIPE MASSA	19	WILLIAMS-MERCEDES	30	power unit	1m53.666s	3	1m25.702s	9
R	NICO HULKENBERG	27	FORCE INDIA-MERCEDES	12	collision	1m53.868s	1	30.868s	11

Weather: dark, dry; air 30C, track 37C. Winner's average speed: 94.866mph. Fastest lap: Ricciardo 1m50.041s (102.962mph) on lap 52.

Lap leader: 1-61 Vettel.

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE
1	HAMILTON	252	1st	2nd	1st	1st	2nd	3rd	1st	2nd	1st	6th	1st	1st	ret	-	-	-	-	-	-
2	ROSBERG	211	2nd	3rd	2nd	3rd	1st	1st	2nd	1st	2nd	8th	2nd	17th	4th	-	-	-	-	-	-
3	VETTEL	203	3rd	1st	3rd	1st	3rd	2nd	5th	4th	3rd	1st	2nd	1st	2nd	-	-	-	-	-	-
4	RAIKKONEN	107	ret	4th	4th	2nd	5th	6th	4th	ret	8th	ret	7th	5th	3rd	-	-	-	-	-	-
5	BOTTAS	101	?	5th	6th	4th	4th	14th	3rd	5th	5th	13th	9th	4th	5th	-	-	-	-	-	-
6	MASSA	97	4th	6th	5th	10th	6th	15th	6th	3rd	4th	12th	6th	3rd	ret	-	-	-	-	-	-
7	RICCIARDO	73	6th	10th	9th	6th	7th	5th	13th	10th	ret	3rd	ret	8th	2nd	-	-	-	-	-	-
8	KVIAT	66	DNS	9th	ret	9th	10th	4th	9th	12th	6th	2nd	4th	10th	6th	-	-	-	-	-	-
9	PEREZ	39	10th	13th	11th	8th	13th	7th	11th	9th	9th	ret	5th	6th	7th	-	-	-	-	-	-
10	GROSJEAN	38	ret	11th	7th	7th	8th	12th	10th	ret	ret	7th	3rd	ret	13th	-	-	-	-	-	-
11	VERSTAPPEN	30	ret	7th	17th	ret	11th	ret	15th	8th	ret	4th	8th	12th	8th	-	-	-	-	-	-
12	HULKENBERG	30	7th	14th	ret	13th	15th	11th	8th	6th	7th	ret	DNS	7th	ret	-	-	-	-	-	-
13	NASR	17	5th	12th	8th	12th	12th	9th	16th	11th	DNS	11th	11th	13th	10th	-	-	-	-	-	-
14	MALDONADO	12	ret	ret	ret	15th	ret	ret	7th	7th	ret	14th	ret	ret	12th	-	-	-	-	-	-
15	ALONSO	11	-	ret	12th	11th	ret	ret	ret	ret	10th	5th	13th	18th	ret	-	-	-	-	-	-
16	SAINZ	11	9th	8th	13th	ret	9th	10th	ret	ret	ret	ret	ret	11th	9th	-	-	-	-	-	-
17	ERICSSON	9	8th	ret	10th	14th	14th	13th	14th	13th	11th	10th	10th	9th	11th	-	-	-	-	-	-
18	BUTTON	6	11th	ret	14th	DNS	16th	8th	ret	ret	ret	9th	14th	14th	ret	-	-	-	-	-	-
19	MERHI	0	DNQ	15th	16th	17th	18th	16th	ret	14th	12th	15th	15th	16th	-	-	-	-	-	-	-
20	STEVENS	0	DNQ	DNS	15th	16th	17th	17th	ret	13th	16th	16th	15th	15th	-	-	-	-	-	-	-
21	ROSSI	0	-	-	-	-	-	-	-	-	-	-	-	-	14th	-	-	-	-	-	-
22	MAGNUSSEN	0	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



CONSTRUCTORS' STANDINGS

POS	CONSTRUCTOR	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE
1	MERCEDES	463	43	33	43	40	43	40	43	43	43	12	43	25	12	-	-	-	-	-	-
2	FERRARI	310	15	37	27	28	25	26	22	12	19	25	6	28	40	-	-	-	-	-	-
3	WILLIAMS	198	12	18	18	13	20	0	23	25	22	0	10	27	10	-	-	-	-	-	-
4	RED BULL	139	8	3	2	10	7	22	2	1	8	33	12	5	26	-	-	-	-	-	-
5	FORCE INDIA	69	7	0	0	4	0	6	4	10	8	0	10	14	6	-	-	-	-	-	-
6	LOTUS	50	0	0	6	6	4	0	7	6	0	6	15	0	0	-	-	-	-	-	-
7	TORO ROSSO	41	2	10	0	0	2	1	0	4	0	12	4	0	6	-	-	-	-	-	-
8	SAUBER	26	14	0	5	0	0	2	0	0	0	1	1	2	1	-	-	-	-	-	-
9	MCLAREN	17	0	0	0	0	0	4	0	0	1	12	0	0	0	-	-	-	-	-	-
10	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-

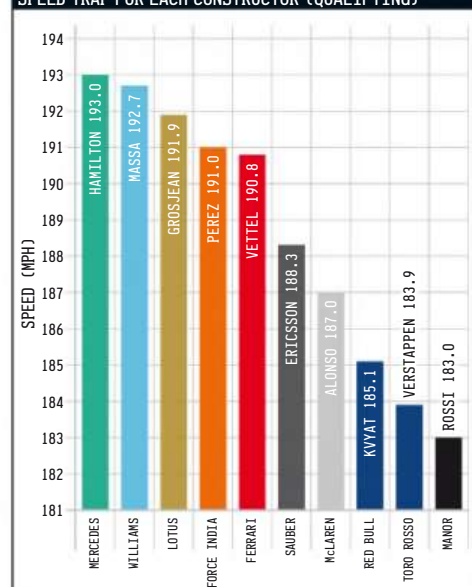
TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Supersoft u	Supersoft N	Soft N	
Supersoft u	Supersoft N	Su	
Supersoft u	Supersoft N	Soft N	
Supersoft u	Soft N	Soft N	
Supersoft u	Supersoft u	Soft N	
Supersoft u	Supersoft u	Soft N	
Supersoft N	Soft N	Soft N	
Supersoft u	Soft N	Supersoft u	
Supersoft u	Soft N	Supersoft u	Supersoft N
Supersoft N	Soft N	Soft N	
Supersoft N	Soft N	Supersoft N	Soft N
Supersoft N	Supersoft N	Soft N	Supersoft N
Supersoft u	Su	Soft N	
Supersoft N	Soft N	Supersoft N	
Supersoft N	Soft N	Supersoft N	
Supersoft u	Soft N	Soft N	Supersoft u
Supersoft u	Soft N		
Supersoft u	Supersoft u	Soft N	Soft u
Supersoft N	Soft N		

N - new; U - used



SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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What is Rossi trying to prove?

Alexander Rossi finally made his Formula 1 debut in the Singapore Grand Prix.

LAWRENCE BARRETTO
explains why

For the first time since 2007, an American contested a Formula 1 race when Alexander Rossi made his debut with the Manor team in Singapore.

The 24-year-old replaced Roberto Merhi (who was only told that he would be losing his seat when he arrived in Singapore) and will be given five races — missing the Russian and Abu Dhabi rounds — to demonstrate his potential.

Rossi's flight to Singapore was only booked on Tuesday morning, but his last-minute chance was the culmination of an idea that had been in the works for over a month.

Manor already knew what Rossi was capable of, having run him in first practice in Belgium last year. And, as the team begins to weigh up its options for next season, it made sense to put together a package to give him a chance to prove himself, particularly with the United States Grand Prix approaching.

For Rossi, this shot could be his last chance to prove he belongs on the Formula 1 grid. He first tested a grand prix car in 2009, when he drove a BMW Sauber as a prize for winning the Formula BMW World Finals. Granted, he was only 18 then, but he has since had FP1 drives with Caterham and Manor, and has spent the past five seasons racing in categories one step below F1. That's a lengthy apprenticeship and the feeling is it's time to push on.

Rossi's career up to this point has been strong without being spectacular. He has won races in GP3, Formula Renault 3.5 and GP2, but not on a consistent basis. Admittedly, he has not always been in the strongest teams — Caterham's GP2 car was a handful — but after coming close to a switch to IndyCar this year he opted instead for one more crack at Europe with the leading Racing Engineering squad.

He's tasted victory twice this year and is second in the points, albeit without ever threatening championship-leading McLaren junior Stoffel Vandoorne in the title fight.

The prospect of another year in a lower category will not be appealing and, should F1 not work out, the IndyCar route seems the logical option. But it's clear he hasn't given up on his F1 dream just yet.

"The big thing I've been missing for the last three years in my F1 career is racing. I've been close a few times," he says. "This is a major step in putting myself on the Formula 1 map, on the radar, and I'm just focused on doing a good job in these five races and showing I'm capable of being in Formula 1.

"What this may lead to, I don't know. My goal is to race full-time in Formula 1, and whatever situation that is and whatever





Rossi tested for BMW
Sauber back in 2009

situation may present itself, I'll jump at that with open arms."

Rossi's first goal was to get in an F1 car, the second to beat his team-mate — and he has achieved both. Now he must maintain that form to have a chance of convincing Manor that he's good enough for a full season or to give Gene Haas reason to consider employing him for his new squad despite the NASCAR team owner saying he wants experienced drivers in his line-up. While an American in an American team would be big business, a rookie driver in a rookie team would heap the pressure on him.


A drive for Manor, though, will allow him to develop in a less-daunting environment. He made a good impression in Singapore, his first practice crash aside, getting on the pace straight away, recovering from a loss of track time and crucially beating his more experienced team-mate Will Stevens in the race. Admittedly, the technical track layout did not play to the strengths of Stevens, who prefers high-speed sweeping corners, but it was solid nonetheless.

Rossi clearly has a lot of things going for him — he's quick, gets on well with his team, communicates effectively with the engineers and proved in Singapore that he's capable of jumping in the car and

getting straight on the pace. He's also aware that being the only American with a superlicence at a time when Formula 1 could really do with such a driver — Scott Speed was the last American in F1 but he was given the boot by Toro Rosso midway through the 2007 season — works in his favour. And the fact that he was still annoyed with himself for his practice crash even on Sunday evening, having just beaten his team-mate, shows how badly he wants to succeed.

Overall, he was pretty happy with his weekend — and his bosses were too. Rossi impressed with how quickly he got to grips with the car, adapted to the team well and dealt with tricky situations, including when he lost radio communication during the race, which resulted in him not unlapping himself under the second safety car.

But he has not yet managed to elevate himself from the level of good driver to the class Vandoorne has demonstrated in GP2 this year. The concern is that his rise through the ranks is not too dissimilar to that of Stevens or former Marussia driver Max Chilton.

Rossi believes he can succeed but he knows the stakes are high. If he is to forge a career in Formula 1, it's now or never. 



Rossi finished ahead
of his team-mate

ROSSI'S WEEKEND

FRIDAY

Gap to Stevens: 0.015s behind

Rossi got to grips with the car quickly and was on course for a clean session before a mistake at Turn 18 put in him in the barrier. He managed some running in FP2 but did not have enough time for a long run.

QUALIFYING

Gap to Stevens: 0.502s behind

Having set a target of outqualifying his team-mate, Rossi was evidently disappointed with his performance. He was pleased with his first run but made two mistakes — locking up and later running wide — on his second.

SATURDAY PRACTICE

Gap to Stevens: 2.705s ahead

The American was encouraged by the data from his long run and felt comfortable in the car all morning, but conceded the loss of track time from Friday was hurting his preparations.

RACE

Gap to Stevens: 14.721s ahead

After a poor getaway, Rossi recovered to get a run on Stevens out of Turn 5 and make a pass. He showed good pace and dealt well with loss of radio to finish clear of his team-mate.



Rossi impressed with
how he adapted to car



Rossi may benefit from
current levels of interest
in an American F1 driver

AMERICANS IN F1*

*statistics disregard anomalous
Indy 500s of 1950-1960

787 STARTS **22** WINS **28** POLES
25 FASTEST LAPS **49** DRIVERS **5** RACEWINNERS
2 WORLD CHAMPIONS

Making the case for Meeke

The World Rally Championship career of one of the category's fastest drivers stands on the brink. DAVID EVANS believes Kris Meeke deserves to be given another chance



34

The only thing waiting for him was a day sitting down, but the pace was the same. Kris Meeke had checked into his flight out of Sydney and he was off, bound for the plane home after Rally Australia. Co-driver Paul Nagle was left trailing.

He's always in a hurry. But that penchant for being first has caught him out on more than one occasion this season. Like Colin McRae, the man who mentored him, Meeke finds it difficult to accept second place under any circumstances.

After almost two full seasons with the Citroën team, Meeke's

career is on the brink. On the brink of brilliance with world titles waiting, once Citroën commits to the World Rally Championship beyond next year and reinvests the required millions to put Volkswagen to the sword.

And on the brink of oblivion – after too many accidents in the kind of frugal era that simply can't sustain fast crashers.

Meeke has made too many mistakes this year, of that there can be no doubt. Especially when you stack him up against a team-mate who, prior to missing Rally Australia earlier this month

following a recce accident, hasn't finished outside the top 10. Mads Ostberg's played the smart game this season. He might have riled the French with some choice comments about their motor, but on-stage he's largely delivered what's been asked for. Sitting in the middle of the road, Mads has brought home three podiums and five top-five finishes in the first nine rallies.

Meeke has managed nothing like that consistency. But he's quick. He's damned quick, and when it sticks, he's hounding the Volkswagens – and that puts him head and shoulders above anybody else in the service park.

It's that speed that Meeke is – not unreasonably – hoping will keep him gainfully employed into 2016 and beyond. Beyond rallies won, there are a couple of indicators across the spread of the season to show who's walking the walk rather than just doing the talking: stages won and stages in the lead. Obviously, Sebastien Ogier is miles ahead of everybody else, but it's Kris Meeke who's leading the chase of second-placed Jari-Matti Latvala on both scores.

Meeke has won 12 stages this year – that's twice as many as Ostberg. Watching the DS 3 WRC on the second run through stages

this season, particularly the rough stuff, has been an enlightening process. The Polo R WRC's ability to deal with just about anything is second to none, which is why the Germans are manufacturers' champions for the third season on the bounce.

Watching Meeke's DS 3 on the same terrain is a real eye-opener as the suspension struggles to cope and keep the car vaguely connected to mother earth and roughly in a straight line. Watch some of the onboard from Sardinia and you'll see Meeke grimly hanging onto moments that simply don't occur on the same line and speed from the VWs ahead.

So, Meeke's car is not as good. Isn't that the way in motorsport? Is the real skill in backing off and finding a fast, safe route home?

Certainly it is, but there are two things that hinder Meeke in that approach – his fighting spirit and his age. He turned 36 this year, and while he's comfortably one of the fittest in the service park, he's well aware that not too many WRC drivers are still around into their 40s. Meeke might have been around for a while, but he remains remarkably short on experience at world championship level. Latvala is six years younger than him,

Meeke's first outing in DS 3 (Finland '13) did not end well





Citroën has been outclassed
by Volkswagen this season



Meeke has fought
to keep Ogier in sight

but he has 89 more starts at the highest level.

Meeke is fast-tracking everything right now, an approach that would be tempered immediately by the comfort of a long-term contract. The Volkswagen drivers he's fighting not only have a sharper knife, but they also have deals done well into the future. That kind of security relaxes a driver and allows them to focus on the job in hand.

Meeke, by comparison, has an under-pressure Yves Matton being openly critical and talking about his South American win being undone by a crash in Italy and shakedown shunt in Poland.

And any talk of a deal for next year is on the backburner until, well, virtually next year.

Meeke needs to know he no longer has anything to prove. He's spent his career clinging on by his fingertips, forcing him to take bigger risks to try and make the top or at least get a firmer hold.

Enough now. He's earned his place, be that with Citroën or another manufacturer – and there are opportunities outside of Versailles. Matton knows Meeke better than any of us. And he knows the answer to the burning question: if not Kris then whom?

The answer is simple: nobody. ❧

ROUND-BY-ROUND

10TH

January 22-25

MONTE CARLO RALLY



Caught out by typically changeable conditions, damages rear suspension and slips from fourth place. Powerstage win and fastest time on Sisteron are highlights of season-opener.

7TH

February 12-15

RALLY SWEDEN



Interaction with a snow bank in Finnskogen spoils his second start in Sweden. Recovers to seventh place with a string of top-three times – including an impressive scratch time on the second run at Rammen.

16TH

March 5-8

RALLY MEXICO



Crashes off the road and out of the opening day's competition on the El Chocolate stage. He had been running in third place, just 1.2 seconds off the lead. Returns for the remainder of the weekend in subdued mood.

1ST

April 23-26

RALLY ARGENTINA



Arrives in South America under pressure, but delivers a maiden win at the sport's highest level. And in some style: leading from the second stage until the finish, Meeke – aided by ailing Volkswagens – doesn't put a foot wrong.

4TH

May 21-24

RALLY PORTUGAL



Just misses out on third place following a rear-suspension problem with the DS 3 WRC on the final loop of stages. He is on the pace for the duration of the event, but the Volkswagen trio are just too strong.

24TH

June 11-14

RALLY ITALY



Eighth after the dash around Cagliari, Meeke is undone first thing on Friday morning when he rolls and drops to 51st place. With his event already ruined, he returns for the weekend action on Sardinia and posts a handful of top-three times.

7TH

July 2-5

RALLY POLAND



Disaster before the event begins when he rolls at shakedown. Understandably subdued once the rally proper gets underway – but also finds it hard to get comfortable on the Polish stages.

17TH

July 30-August 2

RALLY FINLAND



Leads briefly and looking odds-on for another 1000 Lakes podium when he is caught out by torrential rain in Jukojärvi. Slithers into a tree in a nothing accident which forces him out on Saturday.

12TH

August 20-23

RALLY GERMANY



Slips off the road on a patch of gravel while running fourth and chasing the Volkswagens ahead. A broken compression strut holds for a few miles then breaks, causing significant time loss.

3RD

September 10-13

RALLY AUSTRALIA



Delivers podium under pressure. Leads the rally for longer than anybody else, but gives best to Ogier and Latvala while keeping Mikkelsen's third Polo at bay in New South Wales.

PORSCHE CLOSES IN ON AUDI AT AUSTIN

The Porsche crew of Webber, Bernhard and Hartley made the most of their performance advantage in Texas. **GARY WATKINS** reports







WEC Austin (USA)

September 19

Round 5/8



MARK WEBBER, TIMO BERNHARD AND BRENDON Hartley made it two wins in a row in the World Endurance Championship last weekend at Austin to emerge as the Porsche crew most likely to take the drivers' crown this season. And for many that makes them champions elect given the performance advantage Porsche's 919 Hybrid enjoys right now.

Victory for Webber and co closed the gap to Audi's championship leading trio of Andre Lotterer, Benoit Treluyer and Marcel Fassler to just 10 points. That was significant, as was the fact that team-mates Neel Jani, Marc Lieb and Romain Dumas only notched up half a point with 12th place after a technical problem shortly before the end of a six-hour day-night race.

But perhaps just as important in the context of the championship battle was that fact that Webber, Bernhard and Hartley outpaced the sister car around the 3.43-mile Circuit of the Americas, and dramatically so over the course of the first half of the race. It would be wrong to say it was the first time that they had got the better of their

team-mates in terms of performance, but the degree of their advantage was something new (Le Mans excepting, of course, when the #18 car had a brake balance issue and both regular crews were outpaced by the race-winning Porsche trio).

Webber said: "We had our team-mates covered, I think we did all weekend.

"The red flag in qualifying [at the start of the session] meant it wasn't easy to handle for the team, and Neel got the chance to go again for a second lap and got the pole."

Webber reasserted the #17 Porsche's advantage at the start of the race. He got a run on Jani and hung it around the outside of the first corner to cement the lead into the following downhill right.

"I know how difficult it is to overtake here once you get into a groove, so I tried to get the

job done quickly," explained the Australian.

Webber was able to edge away from Jani and was six seconds up inside 10 laps. Jani was on a different compound of Michelin tyre and struggled at times. "They were good when I had a clear lap, but difficult in traffic," he reckoned after the race.

Lieb lost more time to Hartley during the second stint after initially closing on the leader. The gap was up to more than 25s by the end of stint number two.

Dumas was able to slightly bring down the interval, which had increased to more than 40s after a full-course yellow, when he went up against Webber. But then the complexion of the race changed at the third round of pitstops. The leader overshot his pit dramatically, and



Bernhard, Hartley
and Webber (l-r)

#17 Porsche retook lead to win in spite of hiccups



the resulting delay meant that Bernhard rejoined only nine seconds to the good.

"I screwed up and it is a bit embarrassing – it's the first and last time," he said.

Worse still, the #17 car was given a one-minute penalty, not for Webber's misdemeanour but because a mechanic had touched the car during the refuelling process. That reversed the order and gave #18 what looked like a clear run to victory even if Bernhard and Hartley did reduce a gap that had stood at over a minute.

With 35 minutes to go, Dumas brought the leading Porsche in for its final stop and the car was wheeled back into the garage. That's where it stayed until completing one lap at the end to get the car home in 12th place overall, although crucially, as far as manufacturers' points were concerned, in fifth position.

"There was a problem with the power supply from the 12-volt battery," explained Porsche LMP1 technical director Alex Hitzinger. "It's not an issue you expect and there was no chance to fix it, so we just charged the battery."

It looked for a while that Audi might be able to get in among the Porsches last weekend, and perhaps it might have done but for a one-minute stop-and-go for the #8 car shared by Lucas di Grassi, Oliver Jarvis and Loic Duval. Their R18 e-tron quattro had been within four seconds of the Jani Porsche at the first round of stops and was within 10s when the penalty was awarded in the fourth hour because a wheel had been dropped during the preceding pitstop.

The second Audi, shared by Andre Lotterer, Benoit Treluyer and Marcel Fassler, came through to take the runner-up spot, Lotterer closing



G-Drive strategy calls ensured win

LMP2

G-Drive Racing gambles and wins

G-DRIVE RACING BEAT THE TEAM WITH THE momentum in LMP2, KCMG, with what was best described as an opportunistic strategy. That put the OAK-run Ligier-Nissan JSP2 shared by Sam Bird, Julien Canal and Roman Rusinov half a minute up on the chasing Chinese-entered ORECA even before a late penalty for the second-placed car put the result beyond doubt.

The KCMG Nissan-powered ORECA 05 driven by Richard Bradley, Matt Howson and Nicolas Lapierre – in the car at Austin for a third and last time this season – is the quickest P2 combination in the WEC right now. The Frenchman quickly brought the car into contention despite having to start from the back of the LMP2 pack after losing pole position, but G-Drive was in control as the race drew to a close after making two of its six pitstops under full-course-yellow virtual safety cars.

"Our engineer and Sam Bird won it for us today. This is the most satisfying result since I have been with the team," said team principal Philippe Dumas, who joined OAK ahead of the 2014 season.

KCMG took its collective hat off to G-Drive for what it reckoned was a risky strategic call. "The only way they could beat us was to gamble, and it paid off," said team engineer Greg Wheeler. "So good on them."

KCMG took pole despite the ORECA conking to a halt as Howson headed out at the start of qualifying. The car was returned to the pits for repairs via the infield, but the loss of its qualifying time resulted from the car rolling backwards on the steep hill as Howson attempted to restart. Lapierre lost time coming through the field and more seconds were squandered in the pits with a sticking wheel and cleaning out the brake ducts. Otherwise, it would have been close, until, that is, the penalty awarded for excessive wheelspin leaving the pits was served with 15 minutes to go.

There were only two cars in it last weekend.

The second of the G-Drive Ligiers – in the hands of Gustavo Yacaman, Pipo Derani and Ricardo Gonzalez – wasn't on the pace of its sister car in the US, Yacaman losing time with a spin and the car ending up third.

The Extreme Speed Motorsports squad had its most competitive race since getting hold of its pair of Ligiers for the Spa round back in May. The team had a new engineer seconded from Onroak Automotive, builder of the Ligier coupe, and the recruitment turned the team's fortunes around, at least as far as the lead car shared by Ryan Dalziel, Scott Sharp and David Heinemeier Hansson went.

Dalziel had been disappointed to qualify only fifth, but ran in the top three through the opening stint and took the lead after staying in the car and foregoing tyres at the first round of stops. High rear brake and gearbox temperatures blighted its challenge, but the Scot was able to fight back after getting back in the car and stole fourth from Oliver Webb in the Morand Morgan-Judd/BMW EVO into the last corner of the last lap.

"The top two are in a class of their own, but I think we are now best of the rest," said Dalziel. "We've made huge progress with our new engineer, and it does help that we know COTA pretty well."

KCMG ORECA charged up field



EBREY/LAT

#7 Audi's title lead
was cut to 10 points

EBREV/LAT

► down a 10s gap to di Grassi in the final hour. Lotterer had been unable to match the Brazilian in the opening hour, just as Treluyer had lost time to Jarvis after that, but now he reckoned he had a different car under him.

"The car kind of came back to us," said the German. "The grip was better later in the race. Maybe the temperatures coming down helped the downforce. We started on different tyres. We chose the harder ones, but when we were on the same compound our speed was better."

Audi was closer to Porsche in Austin than at the Nurburgring. At least part of the reason was that it had fixed an overheating problem that afflicted the R18s in Germany with what Audi Sport Team Joest boss Ralf Juttner described as "a lot of hard work" in the three weeks between races.

Toyota was again off the pace, but the late problems for the #18 Porsche meant that Sebastien Buemi, Anthony Davidson and Kazuki Nakajima notched up their best result since the Silverstone series opener in April with fourth place. The Toyota Motorsport GmbH team tried to mix it up on strategy and pitted the car under both full-course-yellow periods that interrupted the race, which was at least part of the explanation why the trio was only two laps down rather than the three at the Nurburgring last month. That was despite Davidson losing time after missing the pitlane at the end of his first stint and having to complete a slow lap in fuel-save mode, and then receiving a stop-go penalty for his troubles.

"If we had been competitive in terms of pace, we would have won it," said TMG technical director Pascal Vasselon, probably only half joking, after the race. "We gained a lot by stopping under yellows; I don't know why the others didn't do it."

The second Toyota, which was nearer to the pace of the sister TS040 this time, didn't make the finish after Mike Conway spun into the wall late in the third hour as he tried to negotiate his way past a GTE car out of the Turn 11 hairpin.

The 10-point margin between Lotterer and co and Webber and his team-mates could disappear next time out at Fuji next month. Ten points is the difference between victory and third place, surely the best Audi can hope for against a pair of undelayed Porsches.

That begs the question of whether Porsche will invoke team orders in the way that Audi did at the 'Ring by ordering di Grassi to slow and allow Lotterer to pass in the final laps. According to the Porsche hierarchy, there are no plans for that yet.

"The manufacturers' championship is our main priority right now," said Porsche LMP1 team principal Andreas Seidl of the classification the German marque leads by 36 points. "The important point is the team spirit. That fits the philosophy we had with the third car at the Le Mans 24 Hours: we wanted to give each of our crews the same chance. We want to keep it open for as long as possible."

So that's "not for now" rather than "no we won't."



Winning car heads
sister 911 RSR

EBREV/LAT

GTE

Manthey Porsches battle for win

THE BATTLE FOR GTE PRO HONOURS WAS MORE or less always an internecine battle between the two Manthey Porsche 911 RSRs on a day when neither Ferrari nor Aston Martin challenged. Richard Lietz and Michael Christensen ultimately prevailed over team-mates Frederic Makowiecki and Patrick Pilet courtesy of crucially quicker turnarounds in the pits.

Makowiecki took the lead on the second lap from a fast-starting Aston Martin Vantage GTE driven by Darren Turner and was joined at the front on the following lap by Lietz, who'd got boxed in when the lights went off. The two Porsches changed positions during the first round of stops before Pilet came past Christensen, who struggled initially with overpressured tyres, in the second hour.

The cars were rarely more than two or three seconds apart, and usually much less, for the next two and a half hours. Lietz emerged from the penultimate pitstop cycle just ahead of Makowiecki, who trailed his team-mate to the next stops. Another smattering of seconds was gained at this point, which meant the final winning margin was an unrepresentative seven seconds.

"The pitstops by the crew were fantastic, and that was what made the difference with the other car today," said Lietz.

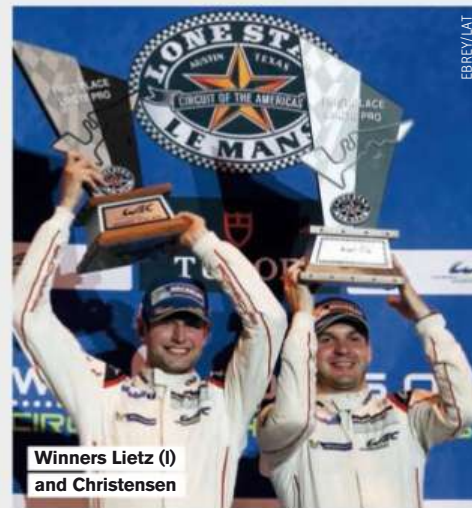
Davide Rigon and James Calado took their fourth podium of the season aboard the second of the factory AF Corse Ferrari 458 Italias without looking like challenging the Porsches. The question was whether team leaders Gianmaria Bruni and Toni Vilander might have been able to attack without the problem that left them last for the second race running.

Bruni and Vilander had qualified only sixth

after complaining of oversteer, but the former got the car up to third in the opening hour and was able to eat into the Porsches' advantage when he got back in for the third hour. It all went wrong in hour five courtesy of a damaged illuminated door panel. The team changed the door, but couldn't close it fully, and so the car had to come back in for another door, hence the two-lap deficit at the finish.

Porsche reckoned that Ferrari would have been able to challenge but for its problems. AF Corse begged to differ, pointing a finger at the Balance of Performance changes to Porsche's advantage, and the disadvantage of Ferrari, that came out pre-Nurburgring.

Aston was a loser, too, in that round of changes. Turner's moment of glory aside, its trio of Vantage GTEs were nowhere on a circuit on which it has won over the past two years. 🏆



Winners Lietz (l)
and Christensen

EBREV/LAT



SMP Racing 458
took GTE Am win

XPB IMAGES

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

@gazzasportscars



AT LAST! A WORLD ENDURANCE Championship calendar that can build on the spike in interest the series receives around the Le Mans 24 Hours. Eradicating the ridiculous summer break – 11 weeks this season and 14 last – can only be of benefit as the WEC strives to emerge from the shadows of its blue-riband event.

The move of the Nurburgring round from late August to late July means we will begin racing again five weeks after the 24 Hours in 2016. That's probably about right given the work required by the teams after a twice-around-the-clock enduro, and a short enough break to ensure that people don't stop talking about the series.

I'm not sure about an additional race, though series boss Gerard Neveu has a point when he talks about an expansion sending out the right message for a championship in its sixth season in 2016. The problem is the additional cost of an extra race. Privateers will have to ask paying drivers for more money and many of the factories, whose budgets are already set, will have to go back to the boardroom with their begging bowls.

The big question is whether the WEC needs more than eight races – or 66 hours of racing. What we can generically call the world sportscar championship traditionally didn't. And when it did, it rarely had more than two or three races outside Europe.

The world has changed since the 1980s, but the need to prevent costs spiralling out of control hasn't.



XPI/IMAGES

REMEMBER WHEN

1991

LAT/ARCHIVE



Mexico City has hosted world championship sportscar rounds on three occasions – the World Sports-Prototype Championship visited Mexico in 1989-90 and then the renamed Sportscar World Championship took in a race in '91.



Montoya was a guest of Porsche in Austin

Porsche to offer Montoya test?

FORMER GRAND PRIX DRIVER JUAN Pablo Montoya looks set to be offered the chance to test Porsche's 919 Hybrid.

The Penske IndyCar driver and three-time winner of the Daytona 24 Hours was a guest of Porsche at the weekend. Porsche LMP1 team principal Andreas Seidl explained that he and team vice-president Fritz Enzinger had

remained in contact with Montoya from their days together at the Williams-BMW Formula 1 squad in 2001-04.

"He is very interested in the WEC and is watching all the races in detail," said Seidl. "We have invited him here as our guest and are talking about the possibility of a test, and then we will see how that evolves in the future."

Disagreement over extra race

WORLD ENDURANCE

Championship bosses ignored the advice and wishes of the LMP1 manufacturers to expand the calendar beyond eight races for the first time next year with an event in Mexico City.

Porsche, Audi and Toyota are all known to have rejected the idea of an additional race when consulted by WEC boss Gerard Neveu and series promoter the Automobile Club de l'Ouest on cost grounds. None have admitted their opposition, but series boss Gerard Neveu has tacitly confirmed their disagreement.

"I understand the point of view of the manufacturers," said Neveu. "But we have to grow the championship. If

Formula 1, IndyCar are going to Mexico, people will ask, 'Why not WEC?' and it is important to be in Latin America."

Porsche LMP1 vice-president Fritz Enzinger explained that he was "happy with eight races" and that "there are a lot of questions to be answered" with the increase to nine.

Toyota Motorsport GmbH technical director Pascal Vasselon refused to comment, but revealed that the Japanese manufacturer's 2016 budget was already set in stone.

Neveu pointed out that the freight costs of the Mexican race would be paid for by the WEC and that "all the money we are receiving from the promoter is going back to the teams."



WEC boss Neveu keen to expand

GIBSON/LAT



XPI/IMAGES

BYKOLLES TRIUMPH

The ByKolles AER-powered CLM again took privateer LMP1 honours after the two Rebellion-AER R-Ones were delayed. Pierre Kaffer and Simon Trummer were classified eighth. Both Rebellions needed a change of a full set of spark plugs, while the lead #12 needed suspension repairs after Nick Heidfeld was involved in an incident.

SMP TAKES AM WIN

The AF Corse-run Ferrari 458 Italia of Viktor Shaitar, Aleksey Basov and Andrea Bertolini won in the GTE Am class for the third race in a row after losing 45s during the first FCY. It was playing a game of catch-up on the AF Ferrari driven by Emmanuel Collard, Francois Perrodo and Rui Aguas, which gave up the lead with an hour to go with a flat battery.

SIGNATECH UPGRADE

Signatech Alpine will upgrade to a new coupe from its existing open-top ORECA 03R for its 2016 WEC campaign. Team boss Philippe Sinault refused to confirm that the team had ordered a new ORECA 05, but suggested that it was likely the team would continue its relationship with the French constructor.

NISSAN'S AUSTIN TEST

Nissan is scheduled to test its front-engined GT-R LM NISMO for three days at Austin this week. The Japanese manufacturer put its LMP1 race programme on hold until further notice in early August.

SIMONSEN IN ASTON

Dane Benny Simonsen followed in the footsteps of his late brother Allan by driving for Aston Martin Racing at the weekend. The sometime British GT Championship racer replaced car owner Roald Goethe alongside team regulars Stuart Hall and Francesco Castellacci in the Pro Am class Vantage GTE on a one-off basis in Austin.



EBREY/LAT

Giovinazzi proves his mastery in Dutch dash

Giovinazzi adapted superbly to the Kumho tyres



ANTONIO GIOVINAZZI MIGHT HAVE LOST THE LEAD of the Formula 3 European Championship two weeks ago, but he gained one of the category's historic titles last Sunday at Zandvoort with a crushing victory in the Masters of F3. Such was the manner of the win for the *Pugliese* – the first Italian ever to win the Masters in the 25 runnings of the event – that it can only be a confidence shot as the European title run-in begins.

Once his Carlin Dallara-Volkswagen had been extracted from the gravel after a slip-up at the penultimate corner on his first hot lap in free practice, Giovinazzi was only headed in qualifying. He was a gargantuan half-second clear of the field on the first set of tyres, but a costly error on his second set – as the track dried completely following earlier rain – lost him three tenths in the final sector to Sergio Sette Camara, the young Brazilian continuing his impressive recent progress by plonking his Motopark Dallara-VW on pole.

Wheelspin for Sette Camara at the start of the newly introduced qualifying race dropped him to third, as Giovinazzi and the fast-starting Markus Pommer (who had been held up on his two attacks on his second set of Kumhos in

F3 Masters Zandvoort (NL)

September 19-20



qualifying) surged side by side into Tarzanbocht. With Giovinazzi on the inside line the verdict was his and he quickly built a comfortable margin, while Pommer played a conservative game, doing just enough to keep Motopark team-mate Sette Camara at arm's length and netting a front-row spot for Sunday's final.

Pommer, who won from second on the grid in the Zandvoort European round in July, pointed out: "My starts here seem to be very good; I don't know why! My goal tomorrow is to focus everything on the start." Meanwhile, privately, Giovinazzi predicted that evening to the Carlin

boys that the German would stall at the getaway on Sunday. And he was correct!

Giovinazzi's start was flawless, while the stricken Pommer prompted a host of avoidances, with George Russell emerging from a three-wide squeeze with Sette Camara and Sam MacLeod into Tarzan to emerge in second. As he had on Saturday, Giovinazzi proved the master not only on pace, but eking out tyre life on the Kumhos. "Early on I saved the tyres a little bit while I was heavy on fuel, and then I pushed like crazy and even caught Antonio a little bit," said Russell, "but after that the tyres were just gone. It was quite hard for me, on my first time on the Kumho in a long race, to know how to treat the tyres. I think it was clear in the end that Antonio saved the tyres a bit better than me – he was just gone."

Giovinazzi even had tyre life for another push in the final laps, and Carlin acclaimed its driver for allowing the team to get to the bottom of the Kumho rubber. "It's not a million miles from the Hankooks [used in the European championship]," said engineer Matt Ogle, "but you just need a good driver to give you the feedback."

Russell and Sette Camara were both happy to be on the podium, while MacLeod just missed out. Of that three-wide moment at the first corner, Sette Camara reflected: "I was in the middle and our tyres were interlocked, so I had to be really cautious not to finish my race at the first corner." Motopark team-mate MacLeod said: "It almost worked – it could have with more balls and commitment, but we might have crashed." Still, MacLeod – who has had a lot of bad luck in 2015 – did a good job to draw away from the fighting Nabil Jeffri and Arjun Maini on his best showing so far this season: "It's a good jump back and nice to get to somewhere near where we should be."

No one, though, was near Giovinazzi.



Sergio Sette Camara nailed pole position

FOR FULL RESULTS, PAGE 46

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

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ZANDVOORT IS A LOVELY PLACE TO go racing, right from when you pass the sand dunes on the way to the circuit, and smell the North Sea ozone and the fish stalls along the beach. It's well preserved, but retains its old-school feel. Eating breakfast in the legendary Mickey's Bar – the social hub of the Dutch motorsport community – you hear The Beatles' *All You Need Is Love* play and it's as if Jim Clark and Graham Hill have just debuted the Cosworth DFV, as they did here in 1967. On the formation lap, the tannoy plays Europe's *The Final Countdown* and now Niki Lauda's brilliant win in the final Dutch GP, in 1985, is a recent memory.

But is it a place where its modern-day single-seater classic is still viable? The Masters of F3 has understandably lost some of its lustre since the gradual demise of the disparate national championships and the emergence of the FIA's juggernaut of a European title. The support here of the event's big backer Kumho is crucial, and for the South Korean firm the opportunity to use this race as a beacon in its competition with compatriot Hankook – which supplies the European F3 Championship – is its biggest plus point.

All told, 18 cars was a decent field. And Antonio Giovinazzi himself said that winning it has given him back momentum in taking the European title fight to Felix Rosenqvist and Jake Dennis. Charles Leclerc, another stayaway, won't be able to say the same...



Winner has regained momentum in title fight

Circuit pledges that Masters will continue

ZANDVOORT CIRCUIT BOSS ERIK Weijers has said that "we will definitely go on with this event" after 18 cars turned out for the Masters of F3.

Late pullouts from Mucke Motorsport and Double R Racing diminished the field, but nevertheless it was stronger than last year's race, which was run for older-spec national F3 cars and drew just 11 entries.

"With 18 cars you have a good grid," said Weijers. "It's competitive, we've got good teams and what you see is that after 25 years there's still this Masters vibe. It makes it very special for everyone."

But Weijers admitted that the change in the F3 landscape from the Masters' early days, where drivers from many national series came together, has made things more



18 entries was up on last year's 11

difficult. "It's not the same principle, but it's still a one-off race," he added. "What is important is that Kumho is a long-term partner of the Masters, and with the commitment of Barry Bland [the race coordinator], as long as we have these we will continue."

The race's biggest recent hurdle was the sporting regulation introduced in 2013 for European F3, saying no teams can run on a circuit before its

Euro F3 round. That year Zandvoort received a waiver for the Masters, which already had its date set, but said Weijers, "it was stated that it could never be again. I understand why the regulation has shown up. If you do it [get a waiver], it's an obligation on all competitors to do the Masters [to get track time], so I can imagine the FIA's position in this and that's something we want to respect"



Serralles enjoyed his F3 comeback

Serralles set for more F3

INDY LIGHTS RACE WINNER

Felix Serralles will continue his F3 return in this weekend's European round at the Nurburgring, and plans to contest the Macau Grand Prix.

Serralles competed at Zandvoort with Jo Zeller Racing, a satellite operation of Mucke Motorsport, and

will continue with the same car, this time under the Mucke banner.

He dropped out of the top 10 late in the Masters, but said: "I'm excited to be back. I miss Europe and I miss the F3 car, although it's been a little difficult going back to a slower car. But my career now is America."

BIG NUMBER

2

Surprisingly, Antonio Giovinazzi's win was just the second for the Carlin team in the Masters. It came 14 years after the first, with Takuma Sato in 2001.

Thumbs-up for ThreeBond

T-SPORT ENJOYED A STRONG

race debut for the new Tomei-built ThreeBond engine.

The engine was tested for two days last month at Anglesey with T-Sport regular Julio Moreno, who reverted to his usual NBE powerplant for Zandvoort. Formula Renault Eurocup ace Dennis Olsen raced the ThreeBond, finishing just behind Moreno in 11th.

Olsen, who had just one F3 test under his belt at Vallelunga last year with Prema, said: "Tomei have done a really good job



Olsen raced ThreeBond

and the torque is extremely good. I only wish I'd got a better qualifying."

The Norwegian hopes to contest the Euro F3 finale at Hockenheim, but "would like a couple of test days first".

ILOTT'S RECOVERY

Carlin worked yet another rebuild miracle after Callum Iloft crashed heavily at the high-speed Scheivlak in free practice when the left-rear wheelrim broke. Iloft then stalled at the start of the qualifying race, but recovered to pressure team-mate Ryan Tveit for seventh in the final. "I feel fine," he said of the accident. "OK, it knocked my confidence a little, even though it wasn't my fault – I don't feel I can make a mistake."

STERN CHALLENGE

Euroformula Open frontrunner Yarin Stern made his top-level F3 debut with Team West-Tec. The amiable Israeli, who has to return home between races for national service duties, had just six laps' running at the end of last year at Anglesey when he had a whizz in Felix Serralles's car. The team was happy with his progress.

HYMAN'S SWITCHOFF

Stern's West-Tec team-mate Raoul Hyman was out of luck. His ECU failed and switched the engine off at Scheivlak during the qualifying race, consigning him to a back-of-the-grid start for the final. He had qualified 10th.

POMMER DETERRED

After stalling at the start, Markus Pommer made a late pitstop in the Masters for fresher tyres in order to bid for the cash prize for fastest lap. But a wheelnut seized, delaying him for one lap and costing him the chance. That was another prize for Antonio Giovinazzi then...

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Buncombe, Reip and Chiyo (l-r) took the title



BLANCPAIN ENDURANCE SERIES NURBURGRING (D), SEPTEMBER 20 RD 5/5

Nissan drivers seal title with third

FIVE CREWS WENT INTO SUNDAY'S BLANCPAIN

Endurance Series finale with a mathematical chance of securing the championship, and although the Nissan RJN trio of Katsumasa Chiyo, Wolfgang Reip and Alex Buncombe were powerless to prevent the Von Ryan Racing McLaren of Shane van Gisbergen, Rob Bell and Kevin Estre romping to victory at the Nurburgring, their gritty drive to third sealed the title.

While the opportunist Craig Dolby dived his Nissan into the lead at the first corner and shot into the distance, the Grasser Racing Lamborghini Huracan that Mirko Bortolotti had qualified on pole but was started by Adrian Zaugg held up the queue behind. Dolby did it all over again after an early safety car, but after the first driver swaps co-driver Sean Walkinshaw emerged from the pitlane in a net fourth place, while an impressive turnaround from the RJN team allowed Reip to assume the lead.

Reip mirrored the efforts of his mechanics with an impressive stint in his GT-R but, like Dolby before him, had his lead wiped out by a second safety car, this time for Harold Primat's stricken Bentley Continental to be recovered.

The Swiss had announced that the event would bring his 17-year racing career to an end, but retiring in the barriers after a punt from the ROWE Racing Mercedes of Stef Dusseldorp – who with Nico Bastian came to the Nurburgring with a shot at the title – was probably not the send-off he had in mind.

After a brief period of confusion, when Reip was waved past the safety car before being repassed and falling momentarily behind Bortolotti, the leading cars pitted together for their final driver changes. Crucially, Buncombe emerged in front of title rival Steven Kane's M-Sport Bentley Continental.

While the pair had been expected to return in first and second, they had in fact been trumped by Estre, who had swapped into his McLaren 650 before the safety car and assumed a healthy lead when the off-sequence pair of Yelmer Buurman and Maxime Soulet pitted.

Knowing he would need to outscore the Nissan by seven points to take the crown, Kane wrung the neck of his Bentley in search of any opportunity to overtake. After a number of failed attempts, he appeared to have got the job done as he bumped Buncombe through the Arena section to dive up the inside.

The move didn't sit well with the stewards, however, and they immediately ordered Kane to hand back the position. Having done so, the Northern Irishman did manage a clean pass for second when he forced his way up the inside off the final corner and outdrove Buncombe down the straight, but with Estre now in a comfortable lead Kane, plus co-drivers Guy Smith and Andy Meyrick, was resigned to second – both on the road and in the championship.

Buncombe did come under late pressure from outgoing champion Laurens Vanthoor, but drove



The Von Ryan McLaren triumphed

a mature final few laps to keep the WRT Audi driver, who along with co-drivers Robin Frijns and Jean-Karl Vernay was also in title contention, at bay and land the title.

While the Nissan trio's performance was something to be admired, this was in complete contrast to the fortunes of erstwhile championship leaders Frank Stippler and Stephane Ortelli, who could only have dreamt of such an impressive showing.

Having led the standings by eight points, the WRT Audi pair – alongside third driver Stephane Richelmi – never looked comfortable on track. A poor qualifying left them 14th on the grid and, although Stippler and Ortelli salvaged some ground during their stints, a spin for Richelmi after contact from Martin Plowman (in the Nissan he shared with Dolby and Walkinshaw) put paid to their hopes – although the ninth place he occupied at the time still wouldn't have been enough for the title.

Lost title for Stippler and Ortelli (foreground)



FOR FULL RESULTS, PAGE 46

RESULTS ROUND-UP



WORLD ENDURANCE CHAMPIONSHIP

ROUND 5/8 AUSTIN (USA), SEPTEMBER 19 (185 LAPS – 633.740 MILES)

1 Mark Webber (AUS)/Timo Bernhard (D)/Brendon Hartley (NZ) Porsche Team Porsche 919 Hybrid (LMP1)	6h00m12.228s
2 Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F) Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	+1m06.840s
3 Lucas di Grassi (BR)/Loic Duval (F)/Oliver Jarvis (GB) Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-1 lap
4 Sebastien Buemi (CH)/Anthony Davidson (GB)/Kazuki Nakajima (J) Toyota Racing Toyota TSO40 HYBRID (LMP1)	-2 laps
5 Sam Bird (GB)/Roman Rusinov (RUS)/Julien Canal (F) G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-15 laps
6 Nicolas Lapierre (F)/Matt Howson (GB)/Richard Bradley (GB) KCMG ORECA-Nissan O5 (LMP2)	-15 laps
7 Gustavo Yacamán (CO)/Pipo Derani (BR)/Ricardo Gonzalez (MEX) G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-16 laps
8 Pierre Kaffer (D)/Simon Trummer (CH) Team ByKolles CLM-AER P1/O1 (LMP1)	-16 laps
9 Ryan Dalziel (GB)/Scott Sharp (USA)/David Heinemeier Hansson (DK) Extreme Speed M'sports Ligier-Honda JSP2 (LMP2)	-16 laps
10 Oliver Webb (GB)/Pierre Ragues (F)/Archie Hamilton (GB) Team SARD Morand Morgan-Judd/BMW EVO (LMP2)	-16 laps
11 Paul-Loup Chatin (F)/Nelson Panciatici (F)/Vincent Capillaire (F) Signatech Alpine ORECA-Nissan O3R (LMP2)	-16 laps
12 Neel Jani (CH)/Romain Dumas (F)/Marc Lieb (D) Porsche Team Porsche 919 Hybrid (LMP1)	-17 laps
13 Danny Watts (GB)/Nick Leventis (GB)/Jonny Kane (GB) Strakka Racing Gibson-Nissan O15S (LMP2)	-19 laps
14 Richard Lietz (A)/Michael Christensen (DK) Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-23 laps
15 Frederic Makowiecki (F)/Patrick Pilet (F) Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-23 laps
16 Davide Rigon (I)/James Calado (GB) AF Corse Ferrari 458 Italia (GTE Pro)	-23 laps
17 Fernando Rees (BR)/Alex MacDowall (GB)/Richie Stanaway (NZ) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-24 laps
18 Marco Sorensen (DK)/Christoffer Nygaard (DK) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-25 laps
19 Darren Turner (GB)/Jonny Adam (GB) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-25 laps
20 Gianmaria Bruni (I)/Toni Vilander (FIN) AF Corse Ferrari 458 Italia (GTE Pro)	-25 laps
21 Viktor Shaitar (RUS)/Andrea Bertolini (I)/Aleksy Basov (RUS) SMP Racing (AF) Ferrari 458 Italia (GTE Am)	-26 laps
22 Christian Ried (D)/Khaled Al Qubaisi (UAE)/Earl Bamber (NZ) Abu Dhabi-Proton Racing Porsche 911 RSR (GTE Am)	-26 laps
23 Emmanuel Collard (F)/Francois Perrodo (F)/Rui Aguas (P) AF Corse Ferrari 458 Italia (GTE Am)	-27 laps
24 Patrick Long (USA)/Patrick Dempsey (USA)/Marco Seefried (D) Dempsey Racing-Proton Porsche 911 RSR (GTE Am)	-27 laps
25 Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A) Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-27 laps
26 Stuart Hall (GB)/Francesco Castellacci (I)/Benny Simonsen (DK) Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-27 laps
27 Paolo Ruberti (I)/Gianluca Roda (I)/Kristian Poulsen (DK) Larbre Competition Chevrolet Corvette C7.R (GTE Am)	-28 laps
28 Dominik Kraihamer (A)/Alexandre Imperatori (CH)/Daniel Abt (D) Rebellion Racing Rebellion-AER R-One (LMP1)	-38 laps
29 Mathias Beche (CH)/Nicolas Prost (F)/Nick Heidfeld (D) Rebellion Racing Rebellion-AER R-One (LMP1)	-38 laps
R Alexander Wurz (A)/Stephane Sarrazin (F)/Mike Conway (GB) Toyota Racing Toyota TSO40 HYBRID (LMP1)	89 laps-accident
J Johannes van Overbeek (USA)/Ed Brown (USA)/Jon Fogarty (USA) Extreme Speed Ligier-Honda JSP2 (LMP2)	54 laps-brakes/accident

In each car, first-named driver started the race.

Winners' average speed 105.563mph.

Fastest lap Hartley, 1m47.412s, 114.812mph.

LMP2 Lapierre, 1m56.735s, 105.642mph. **GTE Pro** Christensen, 2m05.867s, 97.978mph. **GTE Am** Bamber, 2m06.227s, 97.699mph.



QUALIFYING

1 Jani, 1m46.018s	Lieb, 1m46.405s	AVERAGE
2 Bernhard, 1m46.125s	Hartley, 1m46.625s	1m46.211s
3 Jarvis, 1m47.456s	Duval, 1m47.621s	1m46.375s
4 Lotterer, 1m47.007s	Treluyer, 1m48.790s	1m47.538s
5 Buemi, 1m48.768s	Nakajima, 1m49.212s	1m47.898s
6 Conway, 1m48.465s	Wurz, 1m49.888s	1m48.990s
7 Heidfeld, 1m53.773s	Beche, 1m54.128s	1m49.176s
8 Imperatori, 1m54.417s	Abt, 1m54.595s	1m53.950s
9 Kaffer, 1m55.508s	Trummer, 1m56.081s	1m54.506s
10 Bird, 1m56.296s	Canal, 1m58.001s	1m55.794s
11 Yacamán, 1m56.805s	Gonzalez, 1m58.144s	1m57.148s
12 Dalziel, 1m56.700s	Hansson, 1m58.543s	1m57.474s
13 Webb, 1m57.141s	Ragues, 1m59.077s	1m57.621s
14 Watts, 1m57.005s	Leventis, 2m02.494s	1m58.109s
15 van Overbeek, 1m59.039s	Brown, 2m03.922s	1m59.749s
16 Capillaire, 1m57.860s	Chatin, no time	2m01.480s
17 Bradley, 1m56.486s	Howson, 1m57.182s	1m57.860s
18 Stanaway, 2m05.672s	Rees, 2m06.072s	1m56.834s*
19 Lietz, 2m05.952s	Christensen, 2m06.317s	2m05.872s
20 Turner, 2m06.188s	Adam, 2m06.356s	2m06.134s
21 Sorensen, 2m05.987s	Nygaard, 2m06.601s	2m06.272s
22 Makowiecki, 2m05.957s	Pilet, 2m06.770s	2m06.294s
23 Bruni, 2m06.368s	Vilander, 2m07.204s	2m06.363s
24 Rigon, 2m06.798s	Calado, 2m07.152s	2m06.786s
25 Long, 2m06.374s	Dempsey, 2m09.797s	2m06.975s
26 Hall, 2m07.774s	Simonsen, 2m08.755s	2m08.085s
27 Collard, 2m07.560s	Perrodo, 2m09.105s	2m08.264s
28 Lamy, 2m07.568s	Dalla Lana, 2m09.313s	2m08.332s
29 Shaitar, 2m08.038s	Basov, 2m08.847s	2m08.440s
30 Ruberti, 2m07.759s	Roda, 2m09.845s	2m08.442s
31 Bamber, no time	Ried, no time	2m08.802s

* excluded from qualifying.

CHAMPIONSHIP

LMP drivers 1 Lotterer/Treluyer/Fassler, 113; 2 Bernhard/Webber/Hartley, 103; 3 Lieb/Jani/Dumas, 77.5; 4 di Grassi/Jarvis/Duval, 67; 5 Nick Tandy, 66; 6 Nico Hulkenberg/Bamber, 58.

LMP manufacturers 1 Porsche, 220; 2 Audi, 184; 3 Toyota, 101;

4 Nissan, 0. **LMP2 drivers** 1 Howson/Bradley, 122; 2 Canal/Rusinov/Bird, 108; 3 Yacamán/Derani/Gonzalez, 104; 4 Lapierre, 84.

GTE drivers 1 Lietz, 98; 2 Rigon/Calado/Rees/Christensen, 80;

4 Bruni/Vilander, 68.5; 5 MacDowall/Rees/Stanaway, 62; 6 Basov/Bertolini/Shaitar, 62. **GTE manufacturers** 1 Ferrari, 187; 2 Porsche,

185; 3 Aston Martin, 129. **GTE Am drivers** 1 Basov/Bertolini/Shaitar,

131; 2 Collard/Perrodo/Aguas, 96; 3 Lauda/Dalla Lana/Lamy, 81;

4 Seefried/Dempsey/Long, 79.

RESULTS BY FORIX

MASTERS OF F3

ZANDVOORT (NL), SEPTEMBER 19-20 (25 LAPS – 66.906 MILES)

1 Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	38m51.164s
2 George Russell (GB) Carlin Dallara-Volkswagen F312	+8.427s
3 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+11.577s
4 Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+14.947s
5 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+16.641s
6 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+16.783s
7 Ryan Tveiter (USA) Carlin Dallara-Volkswagen F312	+21.528s
8 Callum Iltott (GB) Carlin Dallara-Volkswagen F312	+22.430s
9 Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+22.897s
10 Julio Moreno (EC) T-Sport Dallara-NBE F312	+31.905s
11 Dennis Olsen (N) T-Sport Dallara-ThreeBond F314	+32.380s
12 Felix Serralles (USA) Jo Zeller Racing Dallara-Mercedes F312	+35.831s
13 Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F315	+36.272s
14 Yarin Stern (IL) Team West-Tec Dallara-Mercedes F312	+36.657s
15 Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	+38.768s
16 Li Zhi Cong (PRC) Fortec Motorsports Dallara-Mercedes F312	+49.151s
17 Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	+55.079s
18 Markus Pommer (D) Motopark Dallara-Volkswagen F315	-1 lap



Winner's average speed

103.322mph.

Fastest lap Giovinazzi,

1m32.009s, 104.712mph.

GRID Decided by result

of qualification race.

QUALIFICATION RACE (12 LAPS – 32.115 MILES)

1 Giovinazzi, 18m39.670s; 2 Pommer, +8.803s; 3 Sette Camara, +9.230s; 4 Russell, +10.096s; 5 MacLeod, +11.665s; 6 Jeffri, +12.127s; 7 Lorandi, +14.121s; 8 Maini, +14.671s; 9 Tveiter, +17.779s; 10 Serralles, +18.407s; 11 Moreno, +21.084s; 12 Fittipaldi, +25.107s; 13 Olsen, +25.628s; 14 Iltott, +26.081s; 15 Stern, +27.750s; 16 Li, +30.171s; 17 Raghunathan, +1m15.865s; R Hyman, 3 laps-ECCU.
Winner's average speed 103.257mph.
Fastest lap Giovinazzi, 1m32.396s, 104.274mph.

GRID FOR QUALIFICATION RACE

1 Sette Camara, 1m31.281s; 2 Giovinazzi, 1m31.343s; 3 Pommer, 1m31.414s; 4 Russell, 1m31.641s; 5 Lorandi, 1m31.690s; 6 Maini, 1m31.803s; 7 MacLeod, 1m31.951s; 8 Jeffri, 1m32.041s; 9 Iltott, 1m32.049s; 10 Hyman, 1m32.050s; 11 Tveiter, 1m32.146s; 12 Fittipaldi, 1m32.404s; 13 Serralles, 1m32.421s; 14 Olsen, 1m32.561s; 15 Moreno, 1m32.756s; 16 Stern, 1m33.002s; 17 Raghunathan, 1m33.199s; 18 Li, 1m33.472s

BLANCPAIN ENDURANCE SERIES

ROUND 5/5 NURBURGRING (D), SEPTEMBER 20 (88 LAPS – 280.895 MILES)

1 Rob Bell (GB)/Shane van Gisbergen (NZ)/Kevin Estre (F) Von Ryan Racing McLaren 650S GT3	3h00m18.820s
2 Guy Smith (GB)/Andy Meyrick (GB)/Steven Kane (GB) M-Sport Bentley Continental GT3	+14.183s
3 Katsumasa Chiyo (J)/Wolfgang Reip (B)/Alex Buncombe (GB) Team RJN Nissan GT-R Nismo GT3	+19.161s
4 Jean-Karl Vernay (F)/Robin Frijns (NL)/Laurens Vanthoor (B) WRT Audi R8 LMS	+19.650s
5 Maximilian Buhk (D)/Maxime Soulet (B)/Andy Soucek (E) M-Sport Bentley Continental GT3	+33.393s
6 Adrian Zugg (ZA)/Giovanni Venturini (RSM)/Mirko Bortolotti (I) GRT Grasser Racing Team Lamborghini Huracan	+37.386s
7 Gregory Guilvert (F)/Christopher Mies (D)/Miguel Molina (E) Sainteloc Audi R8 LMS ultra	+38.612s
8 Craig Dolby (GB)/Sean Walkinshaw (GB)/Martin Plowman (GB) Always Evolving Motorsport Nissan GT-R Nismo GT3	+45.368s
9 Hubert Haupt (D)/Abdulaziz Al Faisal (SA)/Yelmer Buurman (NL) Black Falcon Mercedes SLS AMG GT3	+58.884s
10 Stefan Mucke (D)/Ahmad Al Harthy (OM)/Rory Butcher (GB) Oman Racing Team (Motorbase) Aston Martin Vantage	+1m03.406s
11 Frank Stippler (D)/Stephane Richelmi (MC)/Stephane Ortelli (MC) WRT Audi R8 LMS ultra	+1m09.391s
12 Marco Bonanomi (I)/Filip Salaquarda (CZ)/Frederic Vervisch (B) ISR Audi R8 LMS ultra	+1m16.014s
13 Jeroen Mul (NL)/Andrew Palmer (USA)/Fabio Babini (I) GRT Grasser Racing Team Lamborghini Huracan	+1m27.352s
14 Rinat Salikhov (RUS)/Robert Renauer (D)/Norbert Siedler (A) Rinaldi Racing Ferrari 458 Italia GT3	+1m27.636s
15 Miguel Toril (E)/Kenneth Heyer (D)/Nicolai Sylvest (DK) ROWE Racing Mercedes SLS AMG GT3	+1m28.702s
16 Fredy Barth (CH)/Lorenz Frey (CH)/Gabriele Gardel (CH) Emil Frey Racing Jaguar Emil Frey G3	+1m32.085s
17 Adrien de Leener (B)/Cedric Sbirrazzuoli (F) AF Corse Ferrari 458 Italia GT3	+1m32.399s
18 Michal Broniszewski (PL)/Alessandro Bonacini (I)/Michael Lyons (GB) Kessel Racing Ferrari 458 Italia GT3	+1m40.649s
19 Nico Bastian (D)/Daniel Juncadella (E)/Stef Dusseldorp (NL) ROWE Racing Mercedes SLS AMG GT3	+1m44.170s
20 Indy Dontje (NL)/Alexey Karachev (RUS)/Dennis Waszek (CZ) GT Russian Team Mercedes SLS AMG GT3	+1m52.225s
21 Sergio Jimenez (BR)/Felipe Fraga (BR)/Caca Bueno (BR) AH Competicoes Team Brasil BMW Z4 GT3	+1m58.200s
22 Stuart Leonard (GB)/Paul Wilson (GB)/Michael Meadows (GB) Leonard Motorsport AMR Aston Martin Vantage GT3	-1 lap
23 Alexey Vasiliev (RUS)/Karim Al Azhari (UAE)/Marko Asmer (EST) GT Russian Team Mercedes SLS AMG GT3	-1 lap
24 Maro Engel (D)/Oliver Morley (GB)/Sean Johnston (USA) Black Falcon Mercedes SLS AMG GT3	-1 lap
25 Valdeno Brito (BR)/Atila Abreu (BR)/Matheus Stumpf (BR) AH Competicoes Team Brasil BMW Z4 GT3	-1 lap
26 Gilles Vannetel (F)/Arno Santamato (F)/Enzo Guibbert (F) Sport Garage Ferrari 458 Italia GT3	-1 lap
27 Pieter Schothorst (NL)/Max Koebolt (NL)/Sacha Bottemanne (F) WRT Audi R8 LMS ultra	-1 lap
28 Devon Modell (GB)/Alasdair McCaig (GB)/Oliver Bryant (GB) Ecurie Ecosse (Barwell) BMW Z4 GT3	-1 lap
29 Ryan Ratcliffe (GB)/Lee Mowle (GB)/Joe Osborne (GB) Triple Eight Racing BMW Z4 GT3	-1 lap
30 Markus Winkelhock (D)/Marchy Lee (PRC)/Shaun Thong (PRC) Phoenix Racing Audi R8 LMS ultra	-1 lap
31 Henry Hassid (F)/Eric Dermont (F)/Franck Perera (F) TDS Racing BMW Z4 GT3	-1 lap
32 Piergiuseppe Perazzini (I)/Marco Cioci (I)/Francisco Guedes (P) AF Corse Ferrari 458 Italia GT3	-1 lap
33 Steve Parrow (D)/Dominik Schwager (D) Black Pearl Racing by Rinaldi Ferrari 458 Italia GT3	-1 lap
34 Duncan Cameron (GB)/Matt Griffin (IRL) AF Corse Ferrari 458 Italia GT3	-1 lap
35 Fabien Barthez (F)/Anthony Pons (F) Akka ASP Ferrari 458 Italia GT3	-1 lap
36 Olivier Grotz (L)/Karim Ojeh (SA) Boutsen Ginion Racing BMW Z4 GT3	-1 lap
37 Dimitrios Konstantinou (GR)/Jurgen Haring (D)/Frank Schmickler (D) Attempto Racing Porsche 911 GT3-R	-2 laps
38 Alvaro Parente (P)/Bruno Senna (BR)/Adrian Quaife-Hobbs (GB) Von Ryan Racing McLaren 650S GT3	-2 laps
39 Bradley Ellis (GB)/Euan Hankey (GB)/Salih Yoluc (TR) TF Sport Aston Martin Vantage GT3	-2 laps
40 Christophe Hamon (F)/David Hallyday (F)/Lonni Martins (F) WRT Audi R8 LMS ultra	-2 laps
41 Dennis Andersen (DK)/Martin Jensen (DK) Insight Racing Denmark Ferrari 458 Italia GT3	-2 laps
42 Stephen Earle (USA)/Marco Zanuttini (I)/Liam Talbot (AUS) Kessel Racing Ferrari 458 Italia GT3	-2 laps
43 Julian Westwood (GB)/Ian Loggie (GB) Team Parker Racing Audi R8 LMS ultra	-2 laps
44 Jonny Cocker (GB)/Leo Machitski (GB)/Timur Sardarov (RUS) Team Russia by Barwell BMW Z4 GT3	-2 laps
45 Pierre Ehret (D)/Alexander Mattschull (D) Car Collection Motorsport Mercedes SLS AMG GT3	-2 laps
46 Maurice Ricci (F)/Jean-Luc Beaubelique (F) Akka ASP Ferrari 458 Italia GT3	-2 laps
47 Pierre-Etienne Bordet (F)/Alexandre Viron (B)/Emmanuel Orgeval (F) Delahaye Racing Team Porsche 911 GT3-R	-3 laps
48 Gregoire Demoustier (F)/Gilles Lallemand (F)/Marc Rostan (F) Sainteloc Audi R8 LMS ultra	-4 laps
49 Karl Wendlinger (A)/Daniel Allemann (CH)/Peter Schmidt (D) Car Collection Motorsport Mercedes SLS AMG GT3	-20 laps
50 Garry Kondakov (RUS)/Alexander Moiseev (RUS)/Riccardo Ragazzi (I) AF Corse Ferrari 458 Italia GT3	-21 laps
51 Henrik Hedman (S)/Thomas Kemenater (I)/Elton Julian (USA) DragonSpeed Ferrari 458 Italia GT3	-25 laps
R Christian Kelders (B)/Pierre Hirschi (CH)/Jean-Luc Blanchemain (F) Classic & Modern Racing BMW Z4 GT3	59 laps
R Mike Parisy (F)/Harold Primat (CH)/Vincent Abril (F) HTP Motorsport Bentley Continental GT3	49 laps-accident damage
R Harry Tinncknell (GB)/Gaetan Paletou (F)/Ricardo Sanchez (MEX) Team RJN Nissan GT-R Nismo GT3	19 laps-accident damage
R Morgan Moullin Traffort (F)/Tristan Vautier (F)/Alessandro Pier Guidi (I) Akka ASP Ferrari 458 Italia GT3	18 laps

In each car, first-named driver started race.



Winners' average speed 93.469mph.

Fastest lap Kane, 1m55.946s, 99.107mph.

QUALIFYING

1 Bortolotti, 1m54.538s; 2 Buncombe, 1m54.707s; 3 Dolby, 1m54.752s; 4 Parente, 1m54.756s; 5 Buurman, 1m54.869s; 6 Soucek, 1m54.896s; 7 Kane, 1m54.928s; 8 Paletou, 1m54.987s; 9 Schwager, 1m55.090s; 10 Siedler, 1m55.095s; 11 Frijns, 1m55.105s; 12 Dusseldorp, 1m55.127s; 13 Mies, 1m55.212s; 14 Richelmi, 1m55.214s; 15 Engel, 1m55.440s; 16 Meadows, 1m55.460s; 17 Salaquarda, 1m55.493s; 18 Osborne, 1m55.504s; 19 Winkelhock, 1m55.520s; 20 Pier Guidi, 1m55.537s; 21 Schothorst, 1m55.560s; 22 Mucke, 1m55.565s; 23 Parisy, 1m55.599s; 24 Estre, 1m55.605s; 25 Barth, 1m55.719s; 26 Griffin, 1m55.760s; 27 Perera, 1m55.797s; 28 Guibbert, 1m56.221s; 29 Sylvest, 1m56.257s; 30 Dontje, 1m56.273s; 31 Ellis, 1m56.310s; 32 Cioci, 1m56.336s; 33 Asmer, 1m56.413s; 34 Bonacini, 1m56.473s; 35 Jensen, 1m56.496s; 36 Stumpf, 1m56.536s; 37 Bryant, 1m56.540s; 38 Mul, 1m56.572s; 39 Bueno, 1m56.632s; 40 Mattschull, 1m56.790s; 41 Demoustier, 1m56.845s; 42 Sbirrazzuoli, 1m57.175s; 43 Cocker, 1m56.384s; 44 Barthez, 1m57.227s; 45 Julian, 1m57.468s; 46 Westwood, 1m57.641s; 47 Schmickler, 1m57.767s; 48 Grotz, 1m57.821s; 49 Ragazzi, 1m57.841s; 50 Talbot, 1m57.955s; 51 Wendlinger, 1m58.017s; 52 Martins, 1m58.169s; 53 Orgeval, 1m58.619s; 54 Beaubelique, 1m59.546s; 55 Hirschi, 2m00.314s. * grid penalty.

CHAMPIONSHIP

1 Chiyo/Reip/Buncombe, 62; 2 Smith/Meyrick/Kane, 59; 3 Stippler/Ortelli, 56; 4 van Gisbergen/Bell/Estre, 54; 5 Markus Palttala/Lucas Luhr, 49; 6 Vernay/Frijns/Vanthoor & Dusseldorp/Bastian, 48; 8 Juncadella, 42; 9 Nico Muller, 41; 10 Maxime Martin, 33.
Pro-Am 1 Cameron/Griffin, 88; 2 Broniszewski/Lyons/Bonacini, 63; 3 Guedes, 58. Am 1 Loggie/Westwood, 81; 2 Haring/Konstantinou/Schmickler, 80; 3 Zanuttini/Earle/Talbot, 67.



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Inter Enduro	1st	Luke Cousins	2nd	Bobby Trundle	3rd	Joseph Ellis	Inter Heats	1st	Joseph Ellis	2nd	Bobby Trundle	3rd	Chris Alcock
Heavy Enduro	1st	Chris Carter	2nd	Vince Cogzell	3rd	Stuart Foster	Heavy Heats	1st	Jamie Pender	2nd	Chris Carter	3rd	Tomasz Zaustowicz

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Pruett and Hand won
WEC curtain raiser



UNITED SPORTSCAR AUSTIN (USA), SEPTEMBER 19 RD 9/10

Pruett marshals Ganassi team's forces

SCOTT PRUETT ONCE AGAIN BELIED his 55 years of "life experience" as he and Joey Hand romped to an emphatic victory during Saturday's action-packed precursor to the WEC six-hour race aboard Chip Ganassi's Ford EcoBoost turbo-powered Riley.

Pruett claimed his first USC pole and held off a determined challenge from Jordan Taylor's Dallara Corvette DP, up from fourth on the grid, throughout the opening stint. The two teams' strategies diverged during the first of two caution periods after 26 laps, with Pruett eschewing the opportunity of a pitstop and building a lead of almost three seconds over Ozz Negri's Ligier-Honda before ceding the controls to Hand at the one-hour mark. Hand resumed in seventh but soon regained the lead and posted comfortably the fastest lap of the race as he controlled the remainder of the 160-minute race.

Ricky Taylor carried on his brother's good work by securing second for their father's Dallara

Corvette, while Michael Valiante/Richard Westbrook (Coyote Corvette) drove consistently to extend their championship lead to six points with just one race remaining, Petit Le Mans at Road Atlanta. Their title quest was assisted greatly by errors from their closest rivals – Action Express Coyote team-mates Joao Barbosa/Christian Fittipaldi and Dane Cameron/Eric Curran – who both incurred drive-through penalties.

A thrilling GTLM battle brought victory for Dirk Werner and Bill Auberlen (BMW), who profited when the Porsches of points leader Patrick Pilet and Nick Tandy and Jorg Bergmeister/Earl Bamber required splash-and-go fuel stops just two laps from the finish.

In the Pro-Am classes, Jon Bennett/Colin Braun (CORE Autosport) extended their PC points lead with a second win of the season, while an error-strewn GTD encounter ended with a hard-earned triumph for the Dodge Viper of Ben

Keating/Jeroen Bleekemolen. Denmark's Christina Nielsen (TRG-AMR Aston Martin) still leads the title chase but only by a one-point margin over the Paul Miller Racing Audi of Dion von Moltke/Christopher Haase, who overcame a penalty and overtook the AJR Porsche of Ian James/Mario Farnbacher on the final lap for third.

● Jeremy Shaw

RESULTS

1 Joey Hand/Scott Pruett (Riley-Ford DP), 73 laps in 2h41m07.039s; 2 Ricky Taylor/Jordan Taylor (Dallara-Corvette DP), +16.910s; 3 Richard Westbrook/Michael Valiante (Coyote-Corvette DP); 4 John Pew/Oswaldo Negri Jr (Ligier-Honda JSP2); 5 Eric Curran/Dane Cameron (Coyote-Corvette); 6 Jon Bennett/Colin Braun (ORECA-Chevrolet FLM09). **PC 1** Bennett/Braun; 2 Bruno Junqueira/Chris Cumming; 3 James French/Conor Daly. **GTLM 1** Bill Auberlen/Dirk Werner (BMW Z4 GTE); 2 Pierre Kaffer/Giancarlo Fisichella (Ferrari 458 Italia); 3 Nick Tandy/Patrick Pilet (Porsche 911 RSR); 4 Bryan Sellers/Wolf Henzler (Porsche); 5 Jorg Bergmeister/Earl Bamber (Porsche); 6 Jan



GTLM-winning
BMW heads Chevy

Magnussen/Antonio Garcia (Chevrolet Corvette C7.R). **GTD 1** Ben Keating/Jeroen Bleekemolen (Dodge Viper SRT GT3-R); 2 Michael Marsal/Markus Palmtala (BMW Z4 GT3); 3 Christopher Haase/Dion von Moltke (Audi R8 LMS).

POINTS 1 Valiante/Westbrook, 279; 2= Curran/Cameron & Christian Fittipaldi/Joao Barbosa, 273; 4 Hand/Pruett, 268; 5 Taylor/Taylor, 263; 6 Pew/Negri, 250. **PC 1** Bennett/Braun, 289; 2 Mike Guasch/Tom Kimber-Smith, 277; 3 Cumming/Junqueira, 275. **GTLM 1** Pilet, 279; 2 Auberlen/Werner, 276; 3 Magnussen/Garcia, 269; 4 Fisichella/Kaffer, 266; 5 John Edwards/Lucas Luhr, 258; 6 Bergmeister, 252. **GTD 1** Christina Nielsen, 256; 2 von Moltke/Haase, 255; 3 Bill Sweedler/Townsend Bell, 252.

FORMULA RENAULT NEC NURBURGRING (D), SEPTEMBER 19-20 RD 6/7

Sasahara beats Deletraz before they clash in finale



Japanese joy
after race one

A WEEKEND-LONG SCRAP BETWEEN Ukyo Sasahara and Louis Deletraz culminated in a trip through the gravel in race two after Sasahara had triumphed in race one.

By keeping him at bay throughout Saturday's race, ART Junior Team ace Sasahara had become series leader Deletraz's closest rival, and led again on Sunday after a better start than the polesitting Swiss's Josef Kaufmann Racing machine.

After a safety-car period, Deletraz attacked Sasahara into Turn 1 but, as

they ran side by side, the Japanese driver hit the kerb and sent both into the gravel trap.

Belgian Max Defourny inherited his second win of the season (completing a double for ART), having passed Force India-backed Fortec rookie Jehan Daruvala moments before Henrique Chaves's crash triggered the safety car.

Sasahara finished eighth and Deletraz 10th, while Kevin Jorg moves back to second in the standings thanks to two third places,

five points closer to team-mate Deletraz than he had been coming into the weekend.

RESULTS

RACE 1 1 Ukyo Sasahara, 12 laps in 25m13.100s; 2 Louis Deletraz, +0.635s; 3 Kevin Jorg; 4 Stefan Riener; 5 Jehan Daruvala; 6 Max Defourny. **RACE 2 1** Defourny, 12 laps in 25m09.302s; 2 Daruvala, +2.958s; 3 Jorg; 4 Riener; 5 Dan Ticktum; 6 Alex Gill. **POINTS 1** Deletraz, 288; 2 Jorg, 240; 3 Sasahara, 235; 4 Defourny, 175; 5 Callan O'Keeffe, 168.5; 6 Daruvala, 164.5.

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**TCR INTERNATIONAL
MARINA BAY (SGP),
SEPTEMBER 19-20 RD 9/11**

Comini can't win, but is new leader

STEFANO COMINI BAGGED A BRACE of second places and the championship lead in the Singapore Grand Prix-supporting double header. But it could have been even better for the Swiss driver.

With less than three laps of the first race remaining, Comini seemingly had the race in his pocket after leading from pole position, even though his Target Competition-run SEAT carried 20kg of success ballast. But suddenly West Coast Racing Honda Civic driver Kevin Gleason closed a gap of almost three seconds and took the lead.

"Everything was going perfectly and I was feeling very comfortable until an electronic problem with the gearbox arose," said Comini. "I had to reset everything. The car eventually worked well again but it was impossible to overtake."

But with title rival Pepe Oriola, laden with 30kg ballast, fourth behind an under-the-weather Gianni Morbidelli, that was enough for Comini to secure the points lead.



Their battle was the main focus of race two, in which Oriola's Craft-Bamboo SEAT team-mate Jordi Gene took a comfortable victory from second on the grid (based on a reverse of the top 10 in qualifying) after squeezing past Tomas Engstrom's VW Golf into Turn 1.

Oriola started sixth with Comini 10th, but they were soon running together as they climbed the field. Every time Oriola made a pass, Comini followed him through. Eventually, Comini forced his way ahead to take third before overtaking Mikhail Grachev's Golf for second.

Inevitably, Oriola followed him through to secure third and complete a SEAT podium sweep.

RESULTS

RACE 1 1 Kevin Gleason (Honda Civic TCR), 10 laps in 24m42.376s; 2 Stefano Comini (SEAT Leon Racer), +0.819s; 3 Gianni Morbidelli (Honda); 4 Pepe Oriola (SEAT); 5 Sergei Afanasiev (SEAT); 6 Jordi Gene (SEAT).

RACE 2 1 Gene, 10 laps in 24m49.621s; 2 Comini, +3.637s; 3 Oriola; 4 Morbidelli; 5 Gleason; 6 Lorenzo Veglia (SEAT).

POINTS 1 Comini, 264; 2 Oriola, 253; 3 Gene, 234; 4 Morbidelli, 217; 5 Gleason, 201; 6 Andrea Belicchi, 164.



ITALIAN FORMULA 4

Estonian talent Ralf Aron (above) took two more wins at Imola to wrap up the title with a round to spare. He sprinted away from Prema team-mate Guan Yu Zhou in race one, before the Chinese Ferrari protege was passed by baby-faced Russian Robert Shwartzman for second. Shwartzman was second again in the final race, from Mücke cohorts David Beckmann and Lando Norris. The reversed-grid race had just two laps of green-flag action and was won by Kevin Kanayet.

FMASTERS CHINA

Martin Rump made it an even better weekend for Estonian teenagers by taking the title at Zhuhai. A spirited early battle with Alessio Picariello preceded a Rump win, while the Belgian took second with a damaged front wing. Picariello made amends on Sunday to beat Rump in both races. Jake Parsons, Yuan Bo and Matthew Swanepoel all took a third.

IMSA SPORTSCARS

Rum Bum Racing seemed set for its third consecutive Continental Tire Sportscar win at Austin win until its Porsche, driven by brothers Hugh and Matt Plumb, succumbed to a holed radiator. The heartbreak virtually ended their title hopes as points leaders Andrew Davis and Robin Liddell (Stevenson Motorsports Chevy Camaro) took full advantage and romped to their fourth win of the season.

LAMBO SUPER TROFEO

Finnish GP3 refugee Patrick Kujala completed an incredible rookie sportscar season by claiming Lamborghini's one-make series with another double win at the Nurburgring. Patric Niederhauser led race one, but once Edoardo Liberati took the car over it retired with technical gremlins, leading Kujala to head home Daniel Zampieri (in for Roman Mavlanov) and Alberto di Folco. It was the same top two in the second race, while Liberati and Niederhauser had a consolation third.

ASIAN CARRERA CUP

Craig Baird made up ground on fellow New Zealander Chris van der Drift with a win and a second in the Singapore GP support races at Marina Bay. Baird headed home Ho-Pin Tung and Nico Menzel in race one, before Tung won the second from Baird and van der Drift.

ASIA PACIFIC RALLY

Pontus Tidemand is champion after taking his Skoda to another win on Rally Hokkaido in Japan. Retirement from main rival Guarav Gill allowed Michael Young to take second from Hitoshi Takayama.

GT MASTERS ZANDVOORT (NL), SEPTEMBER 19-20 RD 7/8

Cheer for Zakspeed and misery for Reiter

A CHEEKY NUDGE BY SEBASTIAN ASCH left the Zakspeed Mercedes driver and co-driver Luca Ludwig with a hugely enhanced position in the championship standings.

Martin Ragginger, sharing the Schutz Motorsport Porsche with title contender Klaus Bachler, was out front when Tomas Enge got a run on him after a pre-pitstop safety car. As Enge squeezed the Reiter Lamborghini down the inside, Asch pushed the Lambo into the Porsche, spinning it into the gravel. Ragginger re-emerged, but there was no way

Bachler could get the car into the points. Providing yet further joy for Zakspeed, Ludwig was able to gun it down the inside of Jaap van Lagen (in for Enge) after the stops to win.

Compounding Reiter's woe, a stop-go penalty for undercutting the minimum pitstop time promoted the MS Racing Audi of Marc Basseng to second, while Philip Geipel (Audi) passed Tom Dillmann's Bentley on the last lap for third.

The other title contenders, Schubert BMW pair Jens Klingmann and Dominik Baumann, faded badly

in race one but led most of the second. But Klingmann fell prey late on to a charging Enge once the Czech had chiselled past the sister Lambo of Albert von Thurn und Taxis.

Again the stewards had their say, Enge copping a post-race penalty for holding back on a restart behind his royal German team-mate. That lifted the Abt Audi of Nicki Thiim/Jordan Pepper to third (from the back of the grid), while the Zakspeed pair struggled to 11th with their success ballast from race one.

● Marcus Simmons

RESULTS

RACE 1 1 Sebastian Asch/Luca Ludwig (Mercedes SLS AMG GT3), 34 laps in 1h00m40.236s; 2 Florian Stoll/Marc Basseng (Audi R8 LMS ultra), +4.653s; 3 Rahel Frey/Philip Geipel (Audi); 4 Luca Stolz/Tom Dillmann (Bentley Continental GT3); 5 Jordan Pepper/Nicki Thiim (Audi); 6 Hari Proczyk/Bernd Schneider (Mercedes). **RACE 2** 1 Jens Klingmann/Dominik Baumann (BMW Z4), 34 laps in 1h00m32.455s; 2 Albert von Thurn und Taxis/Nicky Catsburg (Lamborghini Gallardo), +4.253s; 3 Pepper/Thiim; 4 Stoll/Basseng; 5 Klaus Bachler/Martin Ragginger (Porsche 911 GT3-R); 6 Daniel Dobitsch/Edward Sandstrom (Audi). **POINTS** 1 Asch/Ludwig, 187; 2 Klingmann/Baumann, 156; 3 Bachler, 150; 4 Proczyk, 109; 5 Stoll/Basseng, 101; 6 Stolz, 100.



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Hamlin recovered
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NASCAR SPRINT CUP CHICAGOLAND (USA), SEPTEMBER 20 RD 27/36

Hamlin is the first to final 12

DENNY HAMLIN WOULDN'T HAVE featured near the top of many people's lists of likely winners after the first lap – the Joe Gibbs Racing driver had been a tad overzealous on and dropped to the rear of the field after tapping AJ Allmendinger into a spin, a move that also cost Hamlin's Toyota a lap.

But fine margins can change fortunes so greatly, and what had looked to be a frustrating afternoon for Hamlin was transformed into one of celebration thanks to two bold strategy calls.

Still trailing by a lap, Hamlin and team-mate Carl Edwards profited from a wavearound when the leaders

pitted during a mid-race caution to move back onto the lead lap.

That bravery in staying out was rewarded shortly afterwards when a second caution allowed Hamlin to pit and file back into the midfield, where he remained until a final yellow period with 10 laps to run.

As the majority of the field pitted for a final time, Hamlin followed the lead of Kurt Busch and Jeff Gordon in staying out and, with a marginal tyre life advantage, made short work of the duo on the restart to blitz clear, with victory ensuring his spot in the Chase's Contender round.

Edwards completed a one-two after a late overtake on Busch.

RESULTS

1 Denny Hamlin (Toyota Camry), 267 laps in 2h51m30s; 2 Carl Edwards (Toyota), +0.962s; 3 Kurt Busch (Chevrolet SS); 4 Ryan Newman (Chevy); 5 Matt Kenseth (Toyota); 6 Joey Logano (Ford Fusion); 7 Kyle Larson (Chevy); 8 Brad Keselowski (Ford); 9 Kyle Busch (Toyota); 10 Aric Almirola (Ford).

CHALLENGER 16 1 Hamlin, 1 win/2050 points; 2 Kenseth, 2052; 3 Edwards, 2049; 4 Kyle Busch, 2049; 5 Kurt Busch, 2048; 6 Logano, 2048; 7 Jimmie Johnson, 2045; 8 Newman, 2040; 9 Keselowski, 2039; 10 Dale Earnhardt Jr, 2038; 11 Martin Truex Jr, 2035; 12 Jeff Gordon, 2031; 13 Jamie McMurray, 2028; 14 Paul Menard, 2027; 15 Clint Bowyer, 2025; 16 Kevin Harvick, 2009.

NASCAR XFINITY

Kyle Busch won a thrilling battle with the sister Joe Gibbs Racing Toyota of Matt Kenseth to claim the honours at Chicagoland. Darrell Wallace Jr played the fuel-mileage game to be the top points scorer in third from Paul Menard, with Ty Dillon taking fifth to close the gap to series leader Chris Buescher (seventh).

NASCAR TRUCKS

John Hunter Nemechek – the 18-year-old son of veteran racer Joe – ran out of fuel as he crossed the line at Chicagoland but had done enough to claim his first win in the series. Nemechek took the lead when Kyle Larson had spluttered into the pit road with one lap to go. Tyler Reddick took second place to edge closer to points leader Erik Jones, who finished sixth.

JAPANESE FORMULA 4

Toyota-backed Sho Tsuboi won both races from pole at Sugo and has now taken the lead in the points from early-season pacesetter Tadasuke Makino. Second and third places for Makino keep him in touch with Tsuboi. Shunsuke Kono also took a pair of podium finishes.

ETCC

Slovakian Mato Homola and vertiginous Serb Dusan Borkovic took their respective SEATs to a European Touring Car Cup win apiece at Zolder. Davit Kajaia looked set for his maiden victory in race one before driveshaft problems struck the Georgian's TC2T BMW, allowing Homola to win from Petr Fulin and Borkovic. Ronny Jost led the reversed-grid race until he was passed by Borkovic, but he held on for second place ahead of Homola.

WORLD RALLYCROSS BARCELONA (E), SEPT 19-20 RD 10/13

Solberg beats the Swedes



Hansen is glued
to rear of Solberg

PETTER SOLBERG LED ALL THE way on the first WRX visit to the Spanish Grand Prix venue.

The reigning world champion started his Citroen on the second row following troubles in the heats, but the Norwegian moved into the lead by the second corner after Swedes Timmy Hansen and Johan Kristoffersson ran wide.

Kristoffersson took an early joker with his Volkswagen and leapfrogged Hansen's Peugeot.

Next was Davy Jeanney, while Robin Larsson crashed on lap one. ● Hal Ridge

RESULTS

1 Petter Solberg (Citroen DS3), 6 laps in 4m51.051s; 2 Johan Kristoffersson (Volkswagen Polo), +2.673s; 3 Timmy Hansen (Peugeot 208); 4 Davy Jeanney (Peugeot); 5 Tanner Foust (VW); 6 Robin Larsson (Audi A1). **POINTS 1 Solberg, 243**; 2 Hansen, 208; 3 Kristoffersson, 182; 4 Jeanney, 166; 5 Andreas Bakkerud, 163; 6 Mattias Ekstrom, 155.



Yamamoto and
Izawa scored

SUPER GT SUGO (J), SEPTEMBER 20 RD 6/8

Kunimitsu Honda on top

THE TEAM KUNIMITSU HONDA OF Naoki Yamamoto and Takuya Izawa triumphed after a battle with MOLA Nissan pair Satoshi Motoyama and Masataka Yanagida.

Poleman Motoyama led from Yamamoto before a safety car, which caused a dash to the pits and crazy, chaotic scenes. Later on, Izawa closed on Yanagida and passed the Nissan to take the first victory of his partnership with Yamamoto.

Andrea Caldarelli and Ryo Hirakawa ran third in their TOM'S Lexus before a penalty for a pit violation. This left the Lexus of Yuji Kunimoto in third, before Daiki

Sasaki in the Nissan he shared with Michael Krumm snatched the place. ● Jiro Takahashi

RESULTS

1 Naoki Yamamoto/Takuya Izawa (Honda NSX Concept-GT), 81 laps in 1h51m43.118s; 2 Satoshi Motoyama/Masataka Yanagida (Nissan GT-R), +2.689s; 3 Daiki Sasaki/Michael Krumm (Nissan); 4 Kazuya Oshima/Yuji Kunimoto (Lexus RC F); 5 Juichi Wakisaka/Yuhi Sekiguchi (Lexus); 6 Tsugio Matsuda/Ronnie Quintarelli (Nissan). **POINTS 1 Hironobu Yasuda/Joao Paulo de Oliveira, 51**; 2 Izawa/Yamamoto, 49; 3 Yanagida/Motoyama, 45; 4 Yuji Tachikawa/Hiroaki Ishiura, 45; 5 Quintarelli/Matsuda, 44; 6 Daisuke Ito/James Rossiter, 43.

Beechdean duo grabs



For the second year in a row, Aston Martin fought BMW for the British GT crown. By ALEX KALINAUCKAS

Five different crews scored wins in an action-packed British GT season that will live long in the memory thanks to a close title fight that came to a dramatic and controversial conclusion at Donington Park two weeks ago. Ecurie Ecosse's long-time championship leaders Marco Attard (the 2014 champion) and Alexander Sims were eliminated early on in that race after Attard collided with the title-winning GT4 Beechdean car being driven by Jamie Chadwick. That gave Beechdean Aston Martin's GT3 duo

Andrew Howard and Jonny Adam the chance to win a title that looked beyond them going into the final race.

"It's a weird feeling because we genuinely didn't think we were going to do it," says Howard. "The season as a whole has been a surprise; we had momentum in 2013 [when Howard won his first title] that meant we had a job to do. This year, the momentum hasn't been there; it's been stop and start."

But where the Beechdean squad was consistent this year was in qualifying. Howard and Adam — who did not share Howard's 2013 crown thanks to a points penalty mid-season — were fastest on

a Saturday afternoon four times and had a three-race mid-season pole streak. Adam attributes this success to the work he and Howard put into understanding the performance peak of the Avon tyres.

"It's just [about] knowing how to get the best out of the Avon [tyre]," explains Adam. "There's a certain knack to it and Andrew's now developed the knack that I had last year into his qualifying performances. We've done a lot of testing this year focusing on qualifying, because there's nothing worse than qualifying sixth or seventh and you've got it all to do in the race."

The champions matched their impressive

TOP-FIVE PRO DRIVERS

1 Alexander Sims

Sims is unfortunate not to have a GT3 title to his name after missing out in 2014 and again this year despite charging runs to victory at Rockingham and Brands Hatch, plus regularly topping GT3 Pro qualifying throughout the year.



2 Jonny Adam

Adam got the title he missed out on in 2013. He coached co-driver Howard to better tyre understanding, resulting in four pole positions, and drove superbly to help secure wins at Oulton Park, Spa and Snetterton.



3 Joe Osborne

Was unlucky not to win a race in 2015. His BMW dropped out of contention at Spa due to mechanical failure, but he drove superbly at Brands Hatch and looked like taking an unlikely win, then just fell short.



4 Rory Butcher

Butcher was right on the pace at Spa but his car lost 40 seconds in the pits after Liam Griffin was penalised for jumping the start. He put in a crucial move on Andrew Watson to secure the Snetterton win.



5 Matt Bell

Bounced back from a tough first half of the year, taking consecutive podiums at Brands Hatch and Snetterton. His drive at Donington to take victory despite no radio and having to save fuel was a highlight.

unlikely title



“IT’S A WEIRD FEELING. WE GENUINELY DIDN’T THINK WE’D WIN IT”

ANDREW HOWARD

qualifying results with three victories over the course of the season — the most achieved by any crew. Their wins at Spa and in the rain during the second race at Snetterton were flawless, but there were a few occasions when points went begging. Howard spun the #007 Aston Martin on the wet first lap at Silverstone and dropped to fifth from second on the grid during the Donington decider, but they banked solid points at Rockingham and Brands Hatch considering they carried considerable success time-penalties.

The duo was certainly the underdog crew ahead of the season finale thanks to the success penalty carried from Snetterton, but Adam reckoned they had been a step behind in the title fight after they were taken out of the opening race at Oulton Park in a crash triggered by Salih Yoluc’s McLaren.

“We were carrying a DNF from Oulton Park, but weirdly enough, we scored more points, considering we had that result, than we did when we won the championship in 2013,” he points out.

Attard and Sims — who like Adam wasn’t champion when his team-mate was, thanks to missing a round while on official BMW duty in 2014 — should also look back on their ‘15 season with pride, even though it came to a bitter end.

They took two storming wins at Rockingham and Brands Hatch, in no small part thanks to Sims charging through the field on both occasions.

Sims singled out the Brands Hatch win — where he stalked Joe Osborne before passing the Triple Eight BMW driver late on — as the highlight of his season.

“In terms of a fun race Brands was [great]. Having to fight back through from third or fourth to win just before the end brings up a few more emotions rather than just touring round in the lead knowing you’re going to win it,” he says.

Attard explained that the competition throughout the field had been closer than in his title-winning season.

“The competition has been a lot more this year,” he said. “There’s more [drivers] up there — Liam Griffin, Andrew Howard, Lee Mowle, who’s come on a lot — and it makes me think to myself that I don’t think I’ve come on quite as much as they have and they’ve caught up.”

While the Donington crash ultimately made things easier for Howard and Adam to win the title, Attard and Sims also lost valuable points at Snetterton where Sims outbraked himself and went off at the start, although he was blameless ▶

TOP FIVE AM DRIVERS



1 Andrew Howard

There were negative moments at Oulton Park (where he was taken out), Silverstone and Donington, but Howard’s impressive qualifying performances helped set up an (at times) unlikely title victory. Also drove well to win in appalling conditions at Snetterton.



2 Marco Attard

Was unfortunate not to have defended his title, but by his own admission he didn’t improve as much as the competition. He drove consistently throughout the year and put in a great stint at Rockingham on the way to victory.



3 Lee Mowle

Like his co-driver, Mowle was unlucky not to finish 2015 with at least one win as he was rapid at Spa before mechanical failure struck him down, and was severely compromised by a clash with Liam Griffin at Donington.



4 Liam Griffin

Griffin fully deserved his two race wins, particularly after his clever move on Andrew Jarman at Snetterton. But he loses marks for jumping the start at Spa and clouting Mowle at Donington, costing his crew their slim title hopes.



5 Andrew Jarman

Jarman will rue the safety car cutting his lead at Donington, but didn’t reckon his car had the pace to win. Pole position in the final two races demonstrated his speed after TF Sport had overcome its early-season problems.





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GT3



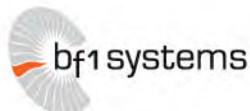
GT4

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Chadwick/Gunn
took GT4 title



► in the crash that then gave him a puncture and dropped him even further down the field.

Both Attard and Howard describe the crash that took the Barwell-run team out of title contention as “a shame”, but the way the season ended should not detract from what was a very entertaining year-long battle.

Mowle and Osborne deserve an honourable mention for finishing third in the title fight, but no wins means it was a case of what might have been for the Triple Eight squad. They suffered a fuel-pump failure while running well at Spa, and Osborne so nearly held Sims at bay at Brands before having to settle for second.

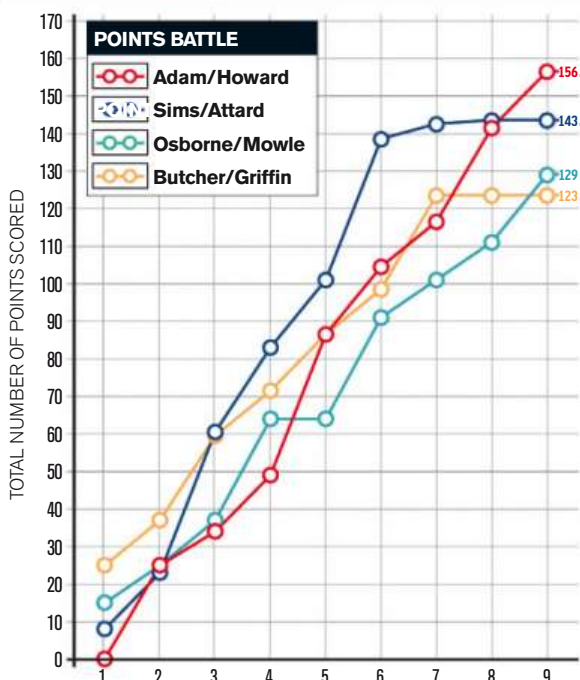
Liam Griffin and Rory Butcher also deserve credit for their two wins for Motorbase, with Griffin picking their Snetterton race-one triumph as his highlight of a “really good season” – though the ex-BTCC driver was at fault for rear-ending the Triple Eight Z4 in the finale and crumpling his own Aston Martin’s front-end.

In GT4, Chadwick and team-mate Ross Gunn clinched the title with a round to spare at Snetterton after dominating the class throughout the year. The duo won twice, at Rockingham and Silverstone, and claimed a further three podiums. Chadwick also became the youngest champion in any British GT class and is the first female champion in the series’ history.

British GT provided thrilling racing throughout 2015, and although the champion is off for a crack at Le Mans, with BMW, Aston Martin and Audi releasing new GT3 machinery for next season, as well as Barwell fielding two Lamborghini Huracans, it should be another entertaining year in 2016. 🏆

DRIVERS' STANDINGS

POS	DRIVER	TEAM & CAR	1	2	3	4	5	6	7	8	9	PTS
1	Jonny Adam/Andrew Howard	Beechdean Aston Martin Vantage GT3	DNF	1 st	7 th	5 th	1 st	4 th	4 th	1 st	5 th	156.5
2	Alexander Sims/Marco Attard	Ecurie Ecosse (Barwell) BMW Z4 GT3	6 th	3 rd	1 st	3 rd	4 th	1 st	8 th	10 th	DNF	143.5
3	Joe Osborne/Lee Mowle	Triple Eight Racing BMW Z4 GT3	3 rd	5 th	6 th	2 nd	DNF	2 nd	5 th	5 th	4 th	129
4	Rory Butcher/Liam Griffin	Motorbase Aston Martin Vantage GT3	1 st	4 th	3 rd	6 th	5 th	6 th	1 st	14 th	EX	123.5
5	Matt Bell/Derek Johnston	TF Sport Aston Martin Vantage GT3	DNF	DNS	5 th	DNF	7 th	3 rd	3 rd	6 th	1 st	107
6	Phil Keen/Jon Minshaw	Barwell Motorsport BMW Z4 GT3	DNF	DNF	8 th	DNF	2 nd	8 th	12 th	2 nd	3 rd	79.5
7	Jody Fannin/Andrew Jarman	TF Sport Aston Martin Vantage GT3	8 th	12 th	9 th	8 th	DNF	DNF	2 nd	9 th	2 nd	60
8	Ahmad Al Harthy	Motorbase Aston Martin Vantage GT3	10 th	13 th	2 nd	4 th	11 th	DNF	9 th	7 th	9 th	57
9	Mike Simpson/Steve Tandy	Team LNT Ginetta G55 GT3	7 th	2 nd	DNF	10 th	6 th	12 th	14 th	DNS	7 th	46.5
10	Daniel Lloyd	Motorbase Aston Martin Vantage GT3	10 th	13 th	2 nd	4 th	11 th	DNF	-	-	-	46
11	Gary Eastwood	FF Corse Ferrari 458 Italia GT3	2 nd	6 th	DNF	DNF	10 th	5 th	11 th	DNS	-	42.5
12	Adam Carroll	FF Corse Ferrari 458 Italia GT3	2 nd	6 th	DNF	-	-	5 th	11 th	DNS	-	41
13	Jon Barnes/Mark Farmer	22GT Racing Aston Martin Vantage GT3	DNF	7 th	10 th	12 th	9 th	13 th	7 th	3 rd	8 th	37.5
14	Adrian Quaife-Hobbs/Gilles Vannelet	VonRyan Racing McLaren 650S GT3	-	-	-	1 st	-	-	-	-	-	37.5
15	Benny Simonsen/Hector Lester	Rosso Verde Ferrari 458 Italia GT3	5 th	11 th	-	-	DNF	7 th	-	-	6 th	31
16	Andrew Watson/Ross Wylie	VonRyan Racing McLaren 650S GT3	DNF	9 th	DNF	7 th	8 th	10 th	6 th	13 th	10 th	28
17	Lewis Plato/Alistair MacKinnon	Ram Racing Mercedes SLS AMG GT3	DNF	8 th	4 th	EX	13 th	9 th	10 th	11 th	12 th	26
18	Michael Meadows/Stuart Leonard	Leonard Aston Martin Vantage GT3	-	-	-	-	3 rd	-	-	-	-	22.5
19	Rick Parfitt	Team LNT Ginetta G55 GT3	9 th	DNF	DNF	11 th	DNF	DNF	DNF	4 th	13 th	14
20	Mat Jackson/Phil Dryburgh	Motorbase Aston Martin Vantage GT3	4 th	10 th	-	-	-	-	-	-	-	13



21 Ryan Ratcliffe (LNT Ginetta), 12; 22 Alex MacDowall (Motorbase Aston Martin), 8; 23 Euan Hankey/Salih Yoluc (VonRyan McLaren), 4; 24= David Jones/Godfrey Jones (Pyro Mercedes) & Alex MacDowall (Motorbase Aston Martin), 3; 26 Tom Oliphant (LNT Ginetta), 2; 27 Ollie Hancock (FF Ferrari), 1.5.

GT4

1 Jamie Chadwick/Ross Gunn (Beechdean Aston Martin GT4 Challenge), 164.5; 2 Mike Robinson/Graham Johnson (Optimum Motorsport Ginetta G55 GT4), 131; 3 Gavan Kershaw/Oz Yusuf (ISSY Racing Lotus Evora GT4), 126; 4 Luke Davenport/David Pattison (Tolman Motorsport Ginetta), 120.5; 5 Willie Moore/Dennis Strandberg (Academy Motorsport Aston Martin), 114; 6 Jamie Stanley (Fox Motorsport Ginetta), 85; 7 Mike Hart (Team Parker Racing Aston Martin), 84; 8 Chris Webster (Academy Aston Martin), 77.5; 9 Aleksander Schjerpén (Century Motorsport Ginetta), 76; 10 Kieran Griffin/Jake Giddings (JWB Bird Motorsport Aston Martin), 67.5; 11 Paul McNeilly (Fox Ginetta), 60; 12 Terry Langley (Parker Aston Martin), 52; 13 Fredrik Blomstedt (Century Ginetta), 51; 14 Graham Coomes (AmD Tuning Porsche 911 GT4), 43.5; 15 Daniel Lloyd (Academy Aston Martin), 37.5; 16 Rob Garofall/Anna Malewska (University of Bolton Ginetta), 32; 17 Jake Hill (AmD Porsche), 31.5; 18 Richard Taffinder (Stratton Motorsport Lotus), 28; 19 James Nash (Stratton Lotus), 27; 20= James Birch (Century Ginetta) & Fulvio Mussi (Fox Ginetta), 25.

Points system 25-18-15-12-10-8-6-4-2-1; scaled up by factor of 1.5 for races 3, 4, 5, 6 and 9.

RACE BY RACE



1 Oulton Park

R1 Butcher/Griffin
R2 Adam/Howard

Griffin and Butcher inherited the race-one win after Gary Eastwood and Adam Carroll were penalised for obstructing the Oman Racing car in the pitlane. Howard and Adam bounced back from a crash-induced retirement in race one to win the second outing, despite a penalty for a short pitstop.



2 Rockingham

1st Sims/Attard

Attard and Howard battled it out during an opening stint that was interrupted by a safety car period as Salih Yoluc smashed into his Von Ryan team-mate Ross Wylie. Ecurie Ecosse dropped to second in the pits, but Sims charged back and cruised home after seizing the lead from Daniel Lloyd.



3 Silverstone

1st Quaife-Hobbs/Vannelet

Howard spun out of the lead on the wet first lap, which allowed Gilles Vannelet to build a lead. Jon Barnes' early switch to slicks netted him a huge lead, but before the strategies worked out his co-driver Mark Farmer crashed and Adrian Quaife-Hobbs finished the job for Von Ryan.



4 Spa

1st Adam/Howard

Polesitters Howard and Adam didn't put a foot wrong en route to victory. Griffin jumped the start and was penalised and Triple Eight retired despite Mowle's impressive opening stint. Jon Minshaw and Phil Keen scored their first 2015 podium, while Leonard AMR came third on its one-off appearance.



5 Brands Hatch

1st Sims/Attard

Sims' pursuit of Osborne over the final half-hour of the two-hour race was enthralling to watch, and for so long it looked like the Triple Eight driver would hold on. But when Osborne slid on oil at Graham Hill Bend in the closing stages, Sims charged through to victory.



6 Snetterton

R1 Butcher/Griffin
R2 Adam/Howard

Griffin and Butcher both made crucial passes to set up race-one victory for Oman Racing and keep their slim title hopes alive. Adam and Howard then built an important lead to win in soaking conditions in race two as Sims dropped out of contention, outbraking himself on lap one.



7 Donington

1st Bell/Johnston

TF Sport claimed a dominant one-two, despite Bell having to save fuel, with no radio to help him. But the race will always be remembered for the controversial crash between Attard and Chadwick that cost Ecurie Ecosse their shot at the title and helped Howard and Adam secure the crown.

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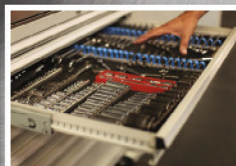


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Entries are hotting up for the fifth annual Henry Surtees Challenge Wednesday 7th October 2015



Entries are hotting up for the prestigious Henry Surtees Challenge, which is taking place on Wednesday 7th October 2015 at Buckmore Park Kart Circuit, Chatham, Kent. This superb annual event is organised by former F1 World Champion, John Surtees OBE and the Henry Surtees Foundation.

The Challenge, now in its fifth year, has become an essential fixture on the racing calendar for motorsport talent aged 15 years or over wishing to give themselves that vital edge in their preparation for the 2016 season. The 2015 event is once again attracting some of the UK's most talented young drivers from karting and cars. Early entries received include past winners Alexander Sims and Jack Aitken, the Racing Steps Foundation, and the MSA with six reserved entries from its young Academy drivers.

The event is open to both kart and car racers that are currently progressing up the motorsport ladder, to compete in the karting event and have the unique opportunity to win a spectacular range of career enhancing prizes to help aid their race programme preparation for 2016. Drivers such as Alexander Sims, Scott Malvern, Ben Barnicoat, Oliver Rowland, Piers Prior, David Pittard (to name but a few) have all benefitted from the event and its prizes.

The event will see drivers battling it out, using the superb Club 100 Birel Karts. The top three drivers will be awarded with the prestigious Henry 'H' trophy title and a huge array of exclusive prizes – considered to be the best prizes ever offered at a kart meeting. Last year 13 drivers received awards. The Racing Steps Foundation drivers very sportingly waive their right to prizes and last year's winner, Jack Aitken, has also advised us that he would like to just race for the trophy. Prizes will also be awarded for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above.

John Surtees said "the first Henry Surtees Challenge took place in 2010, and Buckmore Park seemed the natural venue to host it; it's the circuit where Henry first sat in a kart, at the age of 8, but also where he had gained success. Buckmore is renowned for being a superb training ground for future British World Champions. During its 52 years; the track has seen the likes of World Champions Lewis Hamilton and Jenson Button hone their racing skills along with racers Johnny Herbert, Dan Wheldon and many others. Come and join us for the finest range of career enhancing

prizes available in competition and the chance to compete against some of the brightest talent in British motorsport".

The 2015 Challenge will once again provide an excellent opportunity for talented young racers, to compete to win test drives, experiences and equipment worth thousands of pounds, in order to assist them with their racing season and enhance their motorsport career. I am delighted that the motor sport community are once again assisting this initiative".

One of the 2014 winners, Jack Aiken said "I'd like to thank John and the Foundation for putting on such a great event for young drivers, the prizes are incomparable to any karting, or racing, competition out there."

Prizes already confirmed for 2015 include:

- A tour of the Red Bull racing facility for two people, with half day simulator experience and evaluation by an F1 Race Engineer.
- Formula Renault 2.0 two day test with Manor Competition at a Spanish circuit, donated by Manor Competition
- A two hour training session and written report donated by Andy Priaulx and iZone Performance
- MSA Formula test (official UK FIA F4 Championship) – donated by Falcon Motorsport
- Clio Cup half-day test – donated by Renault
- MSA Formula test - donated by Carlin
- A simulator session at the Ferrari Driver Academy and a Ferrari Racing Department factory tour for two people, donated by Ferrari. (Flights and accommodation not included)
- An Arai GP-6S helmet– donated by Arai
- A full kit of Puma race clothing - one suit, three pairs of gloves, two pairs of racing boots, one pair of running shoes and one pair of lifestyle shoes for the winner (in addition to their chosen prize), donated by Puma SE
- Two sets of gloves and underwear, one pair of racing shoes, one pair of running shoes and one pair of lifestyle shoes for second place (in addition to their chosen prize)

- One set of gloves and underwear, one pair of racing shoes, one pair of running shoes and one pair of lifestyle shoes for third place (in addition to their chosen prize) - Supply of Teng Tools to the value of £1,000 – donated by Teng Tools
- Full digital branding package to the value of £1,000 – donated by 5g Creative
- Coverage in Motorsport magazine for the winner – donated by Motorsport
- Flights to value of £500 to compliment foreign test prizes – donated by Travel Places
- HSF Teamwear
- A One day test in the brand new Tatuus-Cosworth F4-016 BRDC Formula 4 cars- Donated by Hillspeed

Plus many more prizes to be announced . . .

Entrants must be aged 15 years or over on or before 7th October 2015 and hold a current MSA or ACU licence or be a current Premier Sprint Class, Clubman Sprint Class member of Club100 or a Buckmore Park Elite Class driver. Cost of entry: £500

To register your interest, or to book a place, please email: info@henrysurtreesfoundation.com

Available for interview:
John Surtees OBE
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Rangoni currently runs
in the Italian Clio series



Top European Renault team to UK series

Two-car Rangoni Corse entry helps give Clio Cup its biggest grid of the season at Silverstone

ITALIAN CLIO CUP SQUAD

Rangoni Corse will field two cars in this weekend's Renault UK Clio Cup rounds at Silverstone, ahead of a possible full 2016 campaign.

The Rangoni team won the now-defunct Clio Eurocup title in 2012 and 2014 and is on course to win the Italian crown this year with Simone Iacone.

Former British Superkart



Clio rookie Ross
leads Fiesta points

BOURNE

champion Ben Davis, 22, will make his Clio debut alongside Italian Michele Puccetti, who is currently fifth in the Italian series.

Team boss Michael Rangoni is evaluating a full campaign in the series next year. "I'm very happy to come to Silverstone," he said. "Next year we look strongly at racing in the UK Clio Cup."

Championship manager Will Fewkes added: "We are delighted to welcome Rangoni Corse to the Renault UK Clio Cup grid at Silverstone this weekend.

"Their successes speak for themselves, and the fact they are openly looking at being a permanent part of the UK Clio Cup for 2016 endorses the high regard in which the championship is now held."

Davis is looking forward to

making his debut at Silverstone, but has very little car-racing experience.

"This will only be my third ever car racing event, and I've only driven the current Clio Cup race car in anger at a test last week at Snetterton," he said. "I want to show potential at Silverstone and use it as a springboard for being on the UK Clio Cup grid in 2016."

A total of 21 cars will race this weekend, with a host of drivers making their debuts. Newcomers include Fiesta points-leader JJ Ross, who will join Cooksport along with fellow debutant Alex Sedgwick.

Team head, and current BTCC racer, Josh Cook said: "JJ is a talented driver with loads of potential and he should be capable of making an impact. It's exciting to be able to attract another youngster into

the team and the championship."

Ross said: "The Clio Cup is the route I'm looking at for the future so when I got the opportunity to join Cooksport I wasn't going to turn it down. I've raced against some of the current Clio drivers before – such as Rory Collingbourne, Tom Grundy and Charlie Ladell – so I hope I can be in amongst them."

Also joining the series will be Tom Witt with Maximum Motorsport and Sam Watkins and Tom Butler at 20Ten Racing.

"There should be plenty of 'virgins' for my new drivers to race against," said 20Ten's Simon Hunt. "Sam has only been in the car about four times so it will be a steep learning curve for him. Tom has done more and has had some tuition as well."

Clio refugee Mitchell considering Minis

REIGNING GINETTA JUNIOR

champion Jack Mitchell is weighing up a move to the Mini Challenge for next season after a promising debut at Donington Park last weekend.

Mitchell secured a late deal to race the Power Maxed Racing-run Gen 3 F56 machine in the double-header at Derbyshire. He took a best finish of

second in race one, having fought his way through from eighth on the grid.

Mitchell began the season in the Renault UK Clio Cup, but backed out of the series to save budget for 2016 after splitting with the SV Racing team and then struggling with the 20Ten outfit in the two races at Knockhill.

"I really enjoyed racing in a Mini, it was

a real handful, but in a good way," said Mitchell, 17. "This year has been tough with leaving SV in Clios, so I decided to look at other options and the Mini Challenge is definitely one."

Mitchell is now considering a full-time switch: "Next year it'll either be Clios again or Minis, but Minis are a more sensible budget."



Mitchell raced Mini
at Donington

EBREY/LAT



Double R plans to buy new Tatuus cars

STYLES

BRDC F4

Double R set to join Fortec in BRDC F4

MSA FORMULA AND FORMULA 3 team Double R Racing is set to join rival Fortec Motorsport in BRDC Formula 4 next season.

AUTOSPORT understands that Double R is close to agreeing a deal to field a multi-car team in the revamped category next year.

The Woking-based squad will be

the second international-level British team to order the new Tatuus-Cosworth F4-016 cars, which will replace the current Ralph Firman-produced MSV F4 car from November's Autumn Trophy event, after Fortec confirmed a three-car order last week.

Double R head Anthony Hieatt told AUTOSPORT: "We've seen the new car

and it looks like a great package so we're in advanced negotiations to run some.

"As a team we like racing in Britain and I agree that Britain needs a faster, professional single-seater championship to sit between MSA Formula and F3.

"The new Tatuus car has kept things simple, with no turbos and a good, reliable engine. It's a proper

racing car and we're excited to get our hands on it."

Series founder Jonathan Palmer hinted last week more big teams could join, adding: "Because we've had a long development programme with the new car that's given the major teams the chance to have a look at it. They've seen it's a pretty outstanding car."

72

British GT

Bake Off star Hollywood lines up British GT campaign

GREAT BRITISH BAKE OFF STAR

Paul Hollywood is set to race in British GT next year with reigning champion squad Beechdean Motorsport.

Hollywood is close to a deal to drive an Aston Martin Vantage GT4 for the full season next year. It will be the first time that he has contested a championship after completing various races in different categories this season.

"It's certainly the plan for Paul to race in GT4 next year," said team boss Andrew Howard, this year's British GT3 champion. "We've got a couple of options for a team-mate but it needs to be someone who can help coach Paul."

Hollywood and Howard shared a GT4 car at Silverstone in the British Endurance Championship last weekend

and bagged a brace of second places.

"This was another session in the car for me as I build up to do a championship next year," said Hollywood. "It should be good fun as I don't get enough time in the car at the moment. I may do some testing later this year."



Hollywood in Aston at Le Mans

FIA F4

New US and Benelux FIA-backed F4 series for 2016

NEW US AND BENELUX FIA-backed Formula 4 championships have been launched in the past week.

The Sports Car Club of America-run series will use a chassis made by Crawford Composites (pictured) and powered by a 2.4-litre Honda Performance Development engine, while the Benelux category will use the Tatuus-Abarth combination.

A separate proposed F4-style American category based around the MSA Formula Mygale-Ford has



been dropped, with deposits returned to prospective entrants.

The new US F4 championship will have 15 races at East Coast venues.

FIA Single Seater Commission president Stefano Domenicali said: "The way F4 is growing around the world, it was imperative to find a home in the USA."

The Benelux series will be run by the Dutch motorsport federation and include races at Zandvoort, Assen, Zolder and Spa, plus a German round.

In brief

Colombian Caterhams

Caterham Cars has become the first British manufacturer to launch a one-make racing series in Colombia after expanding its Superlight R300 series. The Surrey marque delivered its first Seven chassis to the country last year.

Morgan's BMW run...

BTCC race winner Adam Morgan campaigned a BMW E30 320i in the Racing Saloons and Production BMW series at Donington Park last weekend. He took a podium in the second BMW race. "The BMW was very different and basic compared to my touring car, but great fun," he said.

...and Cook's VW outing

Fellow BTCC driver Josh Cook sampled a Power Maxed VW Golf in the VAG Trophy races at Donington, achieving a best result of second in race two. "The Golf has sat in the workshop and not moved for two years," said Cook. "The team wants to rent it out so my job was to blow the cobwebs off it. It's a great little car."

Caroline's MBM test

Ginetta Junior Championship leader Jamie Caroline got his first experience of an MSA Formula machine at Rockingham last week. Caroline completed over 100 laps of running with the MBM team as he weighs up his options for 2016. "The car was mega and I really enjoyed it," he said.

Scottish FF1600

Scottish FFord added to Road to Indy shootout

THE CHAMPION OF NEXT YEAR'S

Scottish Formula Ford 1600 Championship will win a slot on the Mazda Road to Indy scholarship shootout for a chance to win a £130,000 bursary to race in the US.

Organisers of the Knockhill-based championship have tied up a deal to have their 2016 champion win a spot on the shootout, which awards the overall

winner a \$200,000 scholarship to contest the 2017 USF2000 Championship. Drivers up to the age of 25 are eligible.

Scottish FF1600 will become the first single-circuit championship to be included as part of the Road to Indy talent search.

The champion of next year's British National Formula Ford 1600 series will also win a slot on the shootout.

Scottish Motor Racing Club competition secretary Graham Brunton said: "This is huge news for Scottish FF1600. Being part of the Road to Indy gives these drivers the chance to show what they can do on an international stage and will hopefully open up their career options considerably. I'd expect next year to be the strongest Scottish FF1600 Championship for many years."



2016 champion will win slot in shootout

British GT

Pirelli tyres for British GT

BRITISH GT WILL SWITCH TO

Pirelli tyres from next season after inking a five-year deal with the Italian firm, bringing the series' 10-year partnership with Avon Tyres to an end.

The move is designed to bring British GT in line with series promoter SRO's top-flight categories – the Blancpain Endurance and Sprint Series – which also run on Pirelli rubber. The differences between the tyres has been a barrier to international teams entering British

GT in the past.

British GT Championship manager Benjamin Franassovici said: "We are very excited to welcome Pirelli for the next five years. The new partnership with British GT is part of a global plan for SRO and our GT racing platforms. Bringing our cars in line with those in Blancpain is a perfect evolution.

"I would like to thank Avon Tyres for their dedication and professional cooperation over the last 10 years in British GT."



GT grid won't use Avon tyres anymore

BRSCC

Fletcher scores Mini brace

BRAYDEN FLETCHER SCORED A

brace of BRSCC Mighty Mini wins, both within 0.2s of his brother, television star Kelvin, to mark the championship's 20th anniversary at Cadwell Park.

Brayden Fletcher topped the free practice and qualifying times before Kelvin comfortably led the opener until lap seven, when Brayden wriggled past. The pair battled hard on the final four and were separated by just 0.1s at the flag. Peter Bonas was a very distant third.

Stuart Coombs led race two away before Kelvin Fletcher again looked to be on course for victory with a 1.7s gap. But his brother took the lead with three laps remaining and again held on to the flag. Coombs fought back to take third.

Ian Slark scored a lights-to-flag Super Mighty Mini victory from Scott Kendall, with Anthony Ford third in a small field.

Slark took advantage of a good start to lead race two, and then profited when polesitter Steve Maxted hit trouble. Alex Comis was second from James Lyford.

HUMBLE PYE

The voice of club racing

Mazda runners had a big following, especially Kato (133)



"JAPANESE MAZDA FAN OPENS WINDOW ON SPA HERITAGE"

Each September, Spa-Francorchamps's hilly paddocks become a tightly packed microcosm of international motorsport history – a home to a wonderful selection of cars spanning the 1930s to the '80s at the Roadbook Organisation's peerless Six Hours event. Randomly shuffled in pit garages, under awnings and in the open, a gem sits at every turn. Mainstream or fringe, iconic to bizarre, fast or slow, all are somebody's beloved toy on which endless time (and often money) are lavished in pursuit of fun. Or victory, depending on the protagonist.

This year's delights included two Mazda R100 Familia M10A coupes brought from Japan by Hitoshi Kato as a tribute to the factory's 1970 Spa 24 Hours onslaught. Following a mission in '69, in which Belgian Yves Deprez (who would later race the unique Mazda rotary-engined Chevron B16 with compatriot Julien Vernaev) and Yoshimi Katayama plus Masami Katakura/Toshinori Takechi finished fifth and sixth in the enduro as Group 5 entries, Britons John Hine/Roger Enever drove the sole surviving M10A coupe of four to fifth place in 1970 – run to new Gp2 regulations – having led late on.

Veteran competitor Kato, 68, has owned one of the raucous twin-rotor engined cars for 45 years and, having competed domestically, had long harboured a dream of racing at

Spa. Such was his passion and infectious enthusiasm for the pilgrimage to the hub of Mazda's European racing epiphany that a second R100 was built to period spec and dispatched to Belgium. Kato and Eiichi Sugiyama raced the green-highlighted machine while Ikuo Maeda and Belgian journalist Xaxier Daffe shared its red-striped sister, with a camera-wielding Japanese posse close by.

Feted for Touring Car victories with RX-7s – Tom Walkinshaw/Pierre Dieudonne's 1981 Spa 24 Hours was the rotary-engined coupe's biggest win – and immortalised in the pantheon of motorsport greats by Johnny Herbert, Volker Weidler and Bertrand Gachot's extraordinary Le Mans 24 Hours triumph in the quad-rotor 787B a decade later, Mazda is now a global player on road and track. The focus and dedication of Mr Kato and friends, and their endeavour to provide a fascinating window on the marque's past, was warmly appreciated.

Marcus Pye



Wills outlasted his
rivals in his GT40



SPA 6 HOURS SEPTEMBER 20

GT40 man Wills his way to Spa glory

NEW ZEALANDER ROGER WILLS'S 10-year odyssey to win the Spa Six Hours – historic endurance racing's most coveted prize – ended on Saturday evening when he and Briton James Littlejohn landed the crown by beating 11 other Ford GT40s, a super-reliable Shelby Cobra and brilliantly driven Jaguar E-types in a 104-car field.

The duo's GT40, run by Simon Blake's Historic Automobiles team, not only outran the opposition but survived a late monsoon that caused multi-car incidents and triggered a third safety-car interlude in pitch darkness. After five failed attempts

in GT40s, Wills was speechless as the victory sank in.

Several GT40 teams thought the race was theirs, only to be thwarted by mechanical dramas. Last year's victor Martin Stretton was leading when he abandoned Tony Wood's car at Les Combes with engine failure; Americans Michael Gans and Jason Wright's car stripped its final-drive pinion before Andy Wolfe could drive, and a seized brake caliper ended the run of 2011 victors Christian Glasel/Ralf Kelleners after Olivier Ellerbrock had started in the Lanzante-run machine.

Five-time winner Simon Hadfield

led lap one, but he and Leo Voyatzides were sunk when a driveshaft doughnut disintegrated after 15 laps. The Jaguar of Martin O'Connell/Andrew Kirkaldy at least made its presence felt, splitting the GT40s in the company of Julian Thomas's superbly driven low-drag coupe, before its gearbox broke.

Runaway poleman Michael Funke tore ahead in his Ford before handing over to Marcus Graf von Oeynhausen, fifth in an E-type last year, but a stop-and-go penalty for overtaking under yellow flags, coupled with racing time lost behind the late pace car, torpedoed the Germans. Despite Funke's determined last shot they were half a minute shy of the jubilant Wills and Littlejohn at the chequered flag.

Orchestrated by Brit Gary Spencer, the Cobra of Dutchmen Alexander van der Lof, 2007 winner David Hart and Nicky Pastorelli ran faultlessly to third, on the winners' lap. Fourth and fifth were the GT40 of Miles Griffiths/Mike Jordan/Philip Walker and the GTS-winning Jaguar of Phil Keen and triple Spa victor Jon Minshaw, ahead of the Craig Davies/John Young/Andy Newall GT40, which started from the back.

As ever, there were some stunning

results in the classes. Michael Schryver, son Will and Joe Twyman shook off two other Elans to win GTS10, and finish 11th overall in their Shapecraft coupe. Mark Bates/Sean McNerney (Porsche 911) relieved Sjoerd Peereboom/Tom Smith/Jasper Izaks (MGB) of GTS11 honours by 2.7s, with the Triumph TR4 of Karl Wetherell/Mark Campbell close behind.

The domain of Belgians Christian Dumolin/Stephan Meyers/Christophe van Riet for two years, Touring Car gold fell to the pristine Ford Mustang of Brits David Garrett/Luke Wos/Andy Yool, which Garrett started from pitlane following the late discovery of a fuel leak. The JD Classics Jaguar Mk1 of Derek Hood/Chris Ward/John Young ran impressively too, leading the Americana between brake-pad changes.

Period E (1947-'61) victory went to Healey 100M crew Mike Thorne/Johnny Todd/Sarah Bennett-Baggs after the George Miller/Les Goble Aston Martin DB4 had an electrical blackout nine minutes from home.

Twenty years of Spa experience helped Loic Deman nail an FIA Masters Historic F1 double in his Tyrrell 009, his 2015 tally advancing



Abbott's Arrows
A4 was assaulted



Rossi di Montelera
was excluded



Van Haelst's Mazda
spits out a flame



Gans (25) survived
this attack from Gibson

to eight wins. Defending champion Steve Hartley howled his Arrows A4 past Christophe d'Ansembourg's Williams FW07 for second in Saturday's wet race.

Points leader Andy Wolfe (Tyrrell 010) won the Lauda class, while Pre-'78 championship pacesetter Jason Wright (Shadow DN8) finished third in his division, won by Nick Padmore who admitted to "scary moments" challenging the ground-effect cars in a Lotus 77 that lacks downforce.

Belgians finished 1-2-3 on Sunday through Deman, d'Ansembourg and Jean-Michel Martin (Tyrrell 009), who drafted Hartley up the Kemmel Straight and outbraked him into Les Combes on a one-lap post-safety-car dash.

Wolfe had a slow puncture from the off and was passed by Richard Barber (Williams FW08C) as he got his head around worsening understeer. A left-rear blowout eventually spun the Benetton-liveried Tyrrell out, without contact, before Blanchimont. "I thought somebody would hit me so I leapt out and legged it," said Andy.

Classified third in class on aggregate, Wolfe leads Deman into Dijon's decider by a point.

Team-mate Jason Wright's Pre-'78 points advantage was also slashed by Padmore when his Shadow DN8's spark box meant he failed to make Sunday's start. After a change he bounded from the pits to fourth.

Locals enjoyed a Lola T70 — a 2000-built factory continuation Mk3B in Belgian brewing baron Count van der Straten's iconic Team VDS livery — topping the spectacular FIA Masters Historic Sportscar stampede. Jon Minshaw/Phil Keen dominated, beating David Hart, who somehow missed Dan Gibson as he dropped his Broadley-badged T70 entering Blanchimont and survived "a 720-degree spin, flat in fifth, without hitting anything!" Gibson still finished third.

Chris Beighton had led the chase in the rejuvenated Team Tiger T70, but a puncture stranded partner Jon Finnemore. Outgoing champion Leo Voyazides's T70 was effectively out inside two laps when a carburettor spit ignited the air filters. Mark Piercy/Martin Stretton (Lola T210) topped the open two-litre split, while Andy Wolfe and Nigel Greensall (Chevron B8s) ousted points leader Andy Newall's JCB Excavators version — hit by Mark Bates's Porsche at La Source —

after gear-linkage issues sidelined Martin O'Connell.

Minshaw/Keen also won the Stirling Moss Trophy Pre-1960 sportscar thriller, their Lister-Jaguar outrunning the Ferrari of Gregor Fiske and Bobby Verdon-Roe. Soloist Chris Ward led the RAC Woodcote Trophy Pre-'56 contest until the final lap, when Patrick Blakeney-Edwards — who jumped into Fred Wakeman's ex-Tommy Sopwith Cooper-Jaguar almost before it stopped — was inspired by a whiff of oil smoke from Ward's cockpit, and snarled past the bronze ex-Fangio Jaguar C-type to reprise last year's superb success.

PB-E also topped the Pre-'63 GT podium, having taken over Martin Hunt's Cobra and seen the Andrew Smith/James Cottingham E-type conk out. Karsten Le Blanc's ex-Le Mans Healey 3000 DD300 just outgrunted Ben Mitchell, who finished ahead of Dion Kremer's feisty Morgan, for third.

Miles Griffiths led Saturday's massive HGPCA field in John Evans's Brabham BT4 until it jammed in top gear, rendering it easy prey for Peter Horsman (Lotus 18/21), but their order was reversed on Sunday. Jon Fairley (Brabham

BT11) pipped Andy Middlehurst's screaming 1500cc Lotus 25 V8 for third on day one. The front-engined action was sensational, Spain's Guillermo Fierro and Steve Hart starring in Maserati 250Fs.

Poleman Richard Shaw soloed to U2TC victory over Horst Baumann and Carlos Monteverde/Gary Pearson in a Pre-'66 dream BMW TiSA v Alfa GTA v Lotus Cortina podium. Mike Gardiner relayed Phil Keen to Masters Touring Car gold after synchronised Ford Falconry with Leo Voyazides/Simon Hadfield. Peugeot's 1993 Le Mans winner Eric Helary was a splendid third in his Mini Cooper S.

Sunday's 90-minute Gentlemen Drivers GT enduro lost Michael Funke's Bizzarrini and Voyazides's Shelby Cobra Daytona Coupe early, but, as the attrition continued, the Cobras of Michael Gans/Andy Wolfe and Karsten Le Blanc/Nigel Greensall ran metronomically to the weekend's final chequered flag. Marcus Graf von Oeynhausen's Gotcha Jaguar E-type finished third, ahead of Ron Maydon's Ginetta, in which James Hagan had enjoyed a G4 duel with Swedish veteran Tommy Brorsson.

● Marcus Pye

Butler-Henderson brace puts him in title contention

CHARLIE BUTLER-HENDERSON vaulted himself firmly back into the hunt for the **Mini Challenge** championship with a dominant double win at Donington, but budget problems could bring his title dreams crashing down.

With just five races left in this campaign prior to the weekend, Butler-Henderson needed some big scores to catch points-leader David Grady. Having missed an earlier round due to work commitments, Butler-Henderson came into the penultimate weekend trailing Grady by 85 points, but after his brace of wins the gap has narrowed to 57, with 171 still to play for.

Butler-Henderson's weekend started in fine style after he secured pole and led the first race from lights to flag. William Phillips started second but lost ground when his throttle stuck open and he tagged title chaser Ryan Rhode into the Old Hairpin. Butler-Henderson inherited a comfortable lead and controlled the gap back to series debutant Jack Mitchell and Grady.

Butler-Henderson started fourth

on the reversed grid, but a brave run down the outside of the Craner Curves netted second at the start behind Lee Pattison. He was past Pattison on the brakes into the Old Hairpin a lap later, and wasn't challenged after.

"It's been the perfect weekend," he said. "I needed this score but budget is so tight at the moment that I haven't entered the last rounds as I don't know if I can. If this is my last round it's a hell of a way to finish."

Pattison held off Phillips for second as Grady came home fourth to nurse his points lead. Hamish Brandon and Neil Newstead shared the R56 JCW Class wins, with Newstead on the brink of the title.

Nathan Harrison left Donington with one hand firmly on the **Cooper Class Championship** trophy after taking a double victory.

Harrison initially lost out on pole position to local specialist Simon Walton, but was ahead before the pack hit Redgate in race one. His cause was aided further when Walton got things wrong at McLeans and speared into the gravel. Harrison led Max Bladon and Martin Poole home.

After his disqualification last time out at Oulton Park, Harrison's chief title rival Ricky Page was forced to start at the back of the grid for the first race and recovered to sixth.

Page and Harrison started side-by-side on the third row



for the reversed grid race three, but Page lost ground after being pushed wide through Redgate, while Harrison found a way through to chase leader Mark Wakefield. Harrison got past, but had to defend hard to the flag. Page fought back to salvage third, but it made little dent into Harrison's monster score.

Rob Cox was the man to beat in the **VAG Trophy**. His Golf led the first race from pole until he ran wide at McLeans and mounted a winning comeback from fifth.

Stewart Lines and Paul Ivens' Sciroccos escaped and ran nose-to-tail until Cox split them at Melbourne on lap five and led from McLeans a lap later.

Before Lines could respond,

Lee Christopher collided with Ivens at Redgate, causing a red flag.

Lines chased Cox again at the start of the second race until he fired it off at the Old Hairpin on the second lap. Cox took a comfortable second win with Josh Cook second. Cameron Thompson's Golf was third after briefly losing out to Daniel Clark on the first lap.

After two laps under the safety car, Cook dived ahead of John Stevens' Passat to lead race three, until his clutch gave out after five laps. Stevens was back in charge and kept Cox at bay to the flag, with Clark rounding off the podium.

Stuart Waite's BMW M3 was a double **Racing Saloons** winner. Nigel Innes led an early five-car

CB-H was double winner



Nelson sprints to two victories in Ferrari

DARREN NELSON TOOK HIS Ferrari 458 GT3 to victory in both **GT Cup Sprints**, but had to settle for fourth when he shared with Adam Carroll in the 50-minute Enduro.

The first half of the Enduro was interrupted by the safety car, but Richard Chamberlain's

Porsche 935 had control from Phil Burgan's Audi and John Dhillon's Ferrari until the pitstops.

Aaron Scott took over the 458 GT3 from Dhillon and led to the flag but received a five-second track limits penalty, which handed victory to David Houghton/Phil Glew's Aston Martin.

Duncan Tappy/Mike Benham's McLaren completed the podium and had closed on Glew towards the end, while fourth-placed Carroll and Nelson had closed up as well.

Benham held off Burgan at the start of race two, but the Audi driver spun off at McLeans and left Nelson heading the chase. It was another eight laps before Nelson got by and started to consolidate when the race was red-flagged, after Paul Bailey's pursuit of Chamberlain for third ended with a spin at Goddards, leaving his Aston Martin stranded clutchless.

The final race started with another duel for the lead between Nelson and Benham. This time



Nelson was fourth in Enduro contest

Nelson had the upperhand from the start for a lights-to-flag win, but Dhillon closed at the end.

Benham had earlier vacated the place with a wild spin backwards on the grass from Schwantz Curve to the exit of Coppice, which meant he finished fifth. Chamberlain was third with Gareth Downing's Lotus Evora matching his race two finish with fourth again.



TF Sport Aston won the first race



Pattison led the field away in race two

train in race one, before Waite and Karl Cattliff got ahead and had their own duel. Innes pitted and Waite took the win after Cattliff was tripped up by a backmarker, handing second to Darren Stamp. It was Waite all the way in race two, with Cattliff taking second from Stamp.

For once, the **Monoposto 1800/1600/Moto/Dtec's** weren't dominated by the Timms family. Jeremy's Dallara led for six laps until a suspension breakage at the Old Hairpin put him out and handed victory to Marc Fortune. Jason Timms also pitted when his Dallara had a rear wing failure, which left the Jedis of Anthony Gauntlett and Jonathan Reed to complete the podium. But it was a walkover in race two when Jeremy Timms' already healthy lead was more than doubled as the safety car failed to pick him up. Fortune and Gauntlett were almost a lap further back.

Robbie Watts' Dallara took two wins in the **Monoposto 2000/Classics**. Ben Cater was second in race one from Mark Harrison but they reversed for race two.

Both **Production BMW** races featured duels between Gary Feakins and William Davison. Feakins led throughout race one after contact at the Esses early on left Davison solo in second. Positions were reversed in race two after a third-lap exchange at McLeans.

George and Phill Barrett's Ford Focus lost a probable win in the **MSVT Allcomers**, when a stop-go penalty for safety car infringements handed the win back to Andrew Ball/Richard Hughes' Porsche 968.

● Rob Ladbrook and Peter Scherer

RESULTS

MINI CHALLENGE GEN 3 & R56 JCW (BOTH 12 LAPS)

1 Charlie Butler-Henderson 20m51.607s (85.74mph); 2 Jack Mitchell +2.437s; 3 David Grady; 4 Lee Pattison; 5 Luke Caudle; 6 Lawrence Davey. **Class winner** Hamish Brandon (R56 JCW). **Fastest lap** Pattison 1m43.299s (86.68mph). **Pole** Butler-Henderson. **Starters** 24.

RACE 2 1 Butler-Henderson 20m54.446s (85.54mph); 2 Pattison +3.390s; 3 William Phillips; 4 Grady; 5 Rob Smith; 6 Caudle. **CW** Neil Newstead (R56 JCW).

FL Phillips 1m43.341s (86.64mph). **P** Pattison. **S** 22. **COOPER CLASS (BOTH 11 LAPS) 1** Nathan Harrison 21m27.690s (76.38mph); 2 Max Bladon +0.930s;

3 Martin Poole; 4 Mark Wakefield; 5 Henry Neal; 6 Ricky Page. **FL** Bladon 1m55.765s (77.35mph). **P** Simon Walton. **S** 14. **RACE 2 1** Harrison 21m27.281s (76.41mph); 2 Wakefield +0.451s; 3 Page; 4 Poole; 5 Walton; 6 Adam Davey. **FL** Poole 1m55.764s (77.35mph). **P** Neal. **S** 14.

GT CUP (31 LAPS) 1 Andy Houghton/Phil Glew (Aston Martin Vantage GT3) 50m36.436s (91.37mph); 2 John Dhillon/Aaron Scott (Ferrari 458 GT3) +0.553s; 3 Mike Benham/Duncan Tappy (McLaren 650S GT3); 4 Darren Nelson/Adam Carroll (Ferrari 458 GT3); 5 Paul Bailey/Andy Schulz (Aston Martin Vantage GT3); 6 Phil Burgan (Audi R8 LMS Ultra). **CW** John Saunders (Ginetta G50); Wayne Marrs/Charlie Hollings (Ferrari 458 GTC); Stephen Fresle/Nathan Freke (Ginetta G55). **FL** Glew 1m28.347s (101.35mph). **P** Benham/Tappy. **S** 31.

RACE 2 (12 LAPS) 1 Nelson 18m24.398s (97.17mph); 2 Benham +3.360s; 4 Gareth Downing (Lotus Evora GTE); 5 Houghton; 6 James Greenway (Porsche 997 GT3). **CW** Greenway; David Walley (Porsche 991 GTC); Tom Hibbert (Ginetta G55). **FL** Nelson 1m30.505s (98.93mph). **P** Benham. **S** 30. **RACE 3 (17 LAPS)**

1 Nelson 26m05.593s (97.14mph); 2 Dhillon +2.853s; 3 Chamberlain; 4 Downing; 5 Benham; 6 Burgan. **CW** Greenway; Wally; Rob Gaffney (Ginetta G50). **FL** Benham 1m30.676s (98.75mph). **P** Nelson. **S** 27.

VAG TROPHY (6 LAPS) 1 Rob Cox (Golf 10m49.900s (82.45mph); 2 Stewart Lines (Scirocco) +0.428s;

3 Cameron Thompson (Scirocco); 4 Daniel Clark (Golf); 5 Josh Cook (Golf); 6 John Stevens (Passat). **CW** Rob Allum (Golf Gti). **FL** Cox 1m45.349s (84.99mph). **P** Cox. **S** 32. **RACE 2 (9 LAPS) 1** Cox 16m04.654s (83.40mph);

2 Cook +4.927s; 3 Thompson; 4 Clark; 5 Stevens; Martyn Culley (Seat Leon). **CW** Allum. **FL** Thompson 1m45.598s (84.79mph). **P** Cox. **S** 28. **RACE 3 (8 LAPS)**

1 Stevens 15m48.967s (75.34mph); 2 Cox +0.291s; 3 Clark; 4 Mark Smith (Scirocco); 5 Paul Ivens (Scirocco); 6 Kenan Doyle (Golf). **CW** Allum. **FL** Damani Marcano (Golf) 1m45.742s (84.68mph). **P** M.Culley. **S** 29.

RACING SALOONS (BOTH 9 LAPS) 1 Stuart Waite (BMW M3) 16m33.008s (81.02mph); 2 Darren Stamp (BMW E36 M3) +1.152s; 3 Stephen Pearson (BMW E36 M3); 4 Karl Cattliff (BMW E36 M3); 5 John Willcocks (BMW E30 M3); 6 Eddie McKean (BMW E36 M3).

CW Willcocks; Chris Boon (Jaguar XJS); Jason Dzenis (Peugeot 205); Gary Feakins (BMW 320i); Greg Barlow (BMW Compact). **FL** Waite 1m48.720s (82.36mph). **P** Cattliff. **S** 33. **RACE 2 1** Waite 16m25.838s (81.60mph);

2 Cattliff +4.651s; 3 Stamp; 4 Pearson; 5 Dave Griffin (BMW E36 M3); 6 Don Hughes (Peugeot 306 S16). **CW** Hughes; Boon; Dzenis; Matthew Wileman (BMW 320i); Barlow. **FL** Waite 1m47.895s (82.99mph). **P** Waite. **S** 25.

MONOPOSTO 1800, 1600, MOTO & DURATEC (10 LAPS) 1 Marc Fortune (Dallara F301) 15m47.755s (94.33mph); 2 Anthony Gauntlett (Jedi Mk4) +1.289s; 3 Jonathan Reed (Jedi Mk6); 4 Craig Hurran (Jedi Mk6); 5 Andrew

Gordon-Colebrooke (TFR J15); 6 Ewen Sergison (Swift SC992). **CW** E.Sergison; Geoff Fern (Van Diemen RF89); Douglas McLay (Mygale SJ10). **FL** Jeremy Timms (Dallara F399) 1m28.542s (101.13mph). **P** Timms. **S** 24.

RACE 2 (9 LAPS) 1 Timms 15m07.889s (88.61mph); 2 Fortune +1m02.152s; 3 Gauntlett; 4 Reed; 5 Mick Kinghorn (JKS JR/01); 6 E.Sergison. **CW** E.Sergison; Thomas Craincourt (Mygale SJ08); Fern. **FL** Timms 1m29.062s (100.54mph). **P** Timms. **S** 25.

MONOPOSTO 2000 & CLASSIC (BOTH 10 LAPS) 1 Robbie Watts (Dallara F302) 15m15.236s (97.68mph); 2 Ben Cater (Dallara F301) +6.592s;

3 Mark Harrison (Dallara F302); 4 Shane Kelly (Formula Renault); 5 Simon Tate (Dallara F302); 6 James Rimmer (Dallara F302). **CW** Bryn Tootell (Van Diemen RF99 F4). **FL** Watts 1m29.559s (99.98mph). **P** Watts. **S** 26.

RACE 2 1 Watts 15m10.146s (98.23mph); 2 Harrison +6.884s; 3 Cater; 4 Simon Tate (Dallara F302); 5 Kelly; 6 Tony Bishop (Dallara F304). **CW** Robin Dawe (Vauxhall Lotus). **FL** Watts 1m29.170s (100.42mph). **P** Watts. **S** 27.

PRODUCTION BMW (BOTH 8 LAPS) 1 Gary Feakins 15m53.908s (74.95mph); 2 William Davison +3.299s;

3 Matthew Swaffer; 4 Matthew Wileman; 5 Mark Palmer; 6 Adam Morgan. **FL** Davison 1m57.571s (76.16mph). **P** Feakins. **S** 33. **RACE 2 1** Davison 15m51.456s (75.14mph); 2 Feakins +2.666s; 3 Morgan; 4 Swaffer; 5 Wileman; 6 Jack Gabriel. **FL** Davison 1m57.623s (76.12mph). **P** Feakins. **S** 32.

MSVT ALLCOMERS (22 LAPS) 1 Andrew Ball/Richard Hughes (Porsche 968) 45m53.376s (71.49mph); 2 George Barrett/Phil Barrett (Ford Focus) +6.453s;

3 Chris Howes-Roberts/John Langridge (Ford Fiesta); 4 Martin Matthews (Seat Leon); 5 Ray Honeybone (Renault Clio 182); 6 Troy Dunlop/Will Norman (BMW 325i). **CW** Barrett/Barrett; Howes-Roberts/Langridge; Honeybone; Oliver Owen (Renault Clio 182); Chris Middleton/Andrew Tsang (Mini Cooper); Jonathan Candler/Philip Waterman (Peugeot 306 Rallye). **FL** Barrett/Barrett 1m49.291s (81.93mph). **P** Ball/Hughes. **S** 36.



Lines had an off in second VAG race



Timms won second Mono race

Gordon-Colebrooke (TFR J15); 6 Ewen Sergison (Swift SC992). **CW** E.Sergison; Geoff Fern (Van Diemen RF89); Douglas McLay (Mygale SJ10). **FL** Jeremy Timms (Dallara F399) 1m28.542s (101.13mph). **P** Timms. **S** 24.

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Daly takes second Trophy win

STEPHEN DALY DOMINATED **Formula Ford 1600** proceedings with relative ease as he became only the fifth person to win the historic Leinster Trophy twice at Mondello Park on Sunday.

Having commanded the two Saturday races, it was hardly surprising that the current trophy holder qualified on pole for the big race of the weekend.

Not deterred by a pre-race shower, Daly drove away to win as he pleased. Rob Barrable was second with James Raven third, once Jonny McMullan had parked in the gravel at SEAT corner towards the end. All in all, it was a dominant weekend for Daly, who had not raced at the Kildare venue since he clinched the trophy exactly a year earlier.

Jordan Dempsey did the double in **Ginetta Junior Ireland**, despite a late challenge in race one from title rival James Roe. Adam Geraghty was the only **Fiesta Junior** finisher in the concurrent race after series leader Jack Byrne pulled off on the warm-up lap. There were no problems for Byrne in race two as he won from Geraghty.

Alan Auerbach dominated both of the **Stryker** races at a canter on the road with Dave Griffin and Alan Watkins taking a runner-up spot apiece in his wake, but race two became a Griffin win when Auerbach was disqualified. Watkins also clinched his eighth class title.

Kevin Grogan dominated in **Formula Vee**, once he shook off the early attentions of impressive novice Des Foley. Foley then battled Colm Blackburn for the duration, taking the place when both had a

grassy moment on the final lap.

In race two, Grogan again took the win, but he had Foley on his gearbox for the duration.

Stephen Doyle's Lola T212 took **HRC** honours despite race-long pressure from David Kelly in his Crossle qS with Jackie Cochrane a distant third, having overcome the fast-starting Modsport Midget of Steve Griffin.

Doyle was again victorious in race two, with Kelly retiring with suspension failure, and Griffin taking second when Cochrane suffered a rare spin at Paddock. Liam Ruth and Wolfgang Schnittger had a win apiece in their battle for the Joe Flynn Trophy.

Peter Barrable claimed the 2015 **ASK Supercar** title with a pair of superb drives to second, either side of victory in race two.

"I lifted off to ensure myself of the title," said Barrable of his scrap with Dave O'Brien in race one. Second was enough for Barrable to become champion, while in race two he beat O'Brien after a hectic dice for the lead. In the third and final race, O'Brien drove superbly to take his second win of the weekend, shadowed over the line by new champion Barrable.

Paul Dagg's Formula 3 car battled with Jonathan Fildes' Duratec-powered Ralt RT4 in the early stages of the **BOSS Ireland** race.

Once Dagg took the lead, Fildes headed for the pitlane promoting Barry Rabbitt to second. With Fildes missing from the grid for race two, Rabbitt was effectively on pole but he stalled when the lights went out. Within a lap he was in the lead, but former champion Fergus Faherty soon asserted himself at the front to take the win.

Brendan Fitzgerald won the first **Fiesta** contest as he pleased but earned himself a grid penalty for race two. Barry Rabbitt led away from pole but was under constant attack from Ulick Burke, the pair swapping the lead a number of times, with Burke being ahead when it mattered to take a wonderful debut win.

Paddins Dowling was the first **Pre '55** car across the line, the glorious-sounding ERA hanging on from Dave Miller's Jaguar XK140, which was far more suited to the horrendous conditions. On handicap, however, David Morris' beautifully driven 'chain gang' Frazer Nash took the honours ahead of Tony Dowling's Austin 7 Special.

Dean Reilly put away all the **Irish Touring Car** regulars in his well driven 2.4-litre Civic in race one, while Shane Rabbitt drove his fire-breathing RX-7 superbly in race two to fight off the late race



Daly was dominant
in FF1600



Murray leads SEAT
field en route to win

CHESTER



CHESTER



CHESTER

O'Brien twice won
in ASK Supercars

advances of Johnny Whelan, en route to an impressive win. A few big moments, including a 360-degree spin at Turn 2, stymied Whelan's efforts but a last-lap charge almost got him within striking distance. Grzegorz Kalinecki clinched the Touring title in his SEAT Leon Cupra R by winning race one.

Niall Murray did the double in **SEAT Supercup Ireland**, even a reverse grid in race two failing to hinder his domination of both races. Barry English was his closest challenger in race one, while champion-elect Rod McGovern was runner-up second time round.

Enda O'Connor was a double **Formula Sheane** winner, ahead of David Parks in race one and Robbie Allen in race two.

● Leo Nulty



Lee (I) got the jump
on Murray at start

BOURNE

ROCKINGHAM SEPTEMBER 19-20 BRSCC

Stevens and Weaver Pickup victories as Lee impresses

VETERAN PETE STEVENS AND DAVE Weaver shared the victories in two typically fraught **Pickup Truck** encounters held on the Rockingham oval, but both were made to work hard to the finish by Freddie Lee.

In the first race, Lee got the jump on pole position holder Gavin Murray to lead the field on the opening lap. Seconds later, Weaver, Paul Tompkins and Mark Willis were running three abreast at Turn 4 when Weaver and Tompkins both slewed sideways.

Willis was tipped into a lurid spin and was left powerless to stop himself from slamming into the pitwall. He was able to walk away unharmed, but the damage sustained in the incident ended his day prematurely and helped Michael Smith claim the title of 'oval champion'.

Following an inevitable safety car period, Lee briefly built up a gap before being hunted down by Tompkins, Stevens, Murray and Dave Longhurst. The quintet all had turns out front in a breathless final third of the race, but it was Stevens who emerged the victor,

denying Lee by a slender 0.176s.

Weaver held off Lee's late challenge to claim the win in race two, as Stevens grabbed the final podium spot from Charlie Weaver on the penultimate lap.

Lee was not the only youngster who impressed. In the **Fiesta Junior** contests, Carlito Miracco followed up his Silverstone double with victory in race one, defeating Michael Higgs and Nathan Edwards.

An off in race two restricted Aaron Thompson to a fifth place finish in the opener, but he survived a late charge from Miracco to claim the spoils in race two. Light contact between the pair caused Miracco to slow and drop to sixth on the last lap, promoting Higgs and Ronan Quinn to second and third, respectively.

Alastair Kellett proved to be the driver to beat in both races run for the **Fiesta Class A, B and D** competitors, securing a lights-to-flag victory in each race. This left Dave Abbott and former British Touring Car Championship racer David Nye to jostle for second. Nye briefly held the spot when he got



Miracco took first
Fiesta Junior win

BOURNE

ahead at Chapman on lap two, but a sideways moment at Brook two laps later gave Abbott back the position he would hold to the end.

At the start of race two, Abbott tried to outbrake Kellett at Deene but ran wide and took Nye, who was on his outside, with him. Both fought back with Abbott recovering to second, but a late retirement for Nye promoted Lee Dendy-Sadler to third. Class A honours were shared between Peter Dendy-Sadler and James Styles, with their race-two tussle among the highlights. John Cooper and Stuart Robbins took a win apiece in Class B.

Like Kellett, James 'JJ' Ross was unbeatable in the pair of races run solely for **Class C Fiestas**, increasing his number of consecutive race wins to nine and assuming the lead in the drivers' standings. Simon Horrobin took second in the first event, but not before coming under big pressure from Sam Priest, the latter keen to make up for a grid penalty carried over from the previous Silverstone round. Despite several attempts, including a lunge at Tarzan on the final tour, Priest's efforts proved unsuccessful and he had to settle for third. Priest reversed the result in race two, leaving Horrobin to battle with Scott Robertson for third.

● Mark Libbeter



Kellett was twice
victorious in Fiestas

BOURNE



SNETTERTON SEPTEMBER 19-20 BARC

Mickel's 11-win streak ended in Norfolk

HAVING SCORED A CLEAN SWEEP OF victories in the previous round, **Legends** frontrunner John Mickel arrived in Norfolk as the man to beat. He underlined that by winning the opening five races before his streak finally ended in fading light in the last race of the day.

Having drawn a front-row place out for race one, Mickel was well placed to add to his tally. After an early safety car, he made his move on the restart, closing on leader Thomas Grainger before sweeping past onto the final lap and winning by a whisker.

So it continued, with Mickel carving through traffic, timing his charges just right to win by a tenth of a second or so. It extended his streak to eleven in a row, with one race left.

Having progressed from last to sixth two laps from home, Mickel was hit at Riches with the damage putting him out. Instead Euan

McKay, who'd driven a fine tactical race, timed it right to take the win.

Truck racing made its annual trip to Norfolk, with five races for the leviathan machines. Despite driving a borrowed truck after the engine seized on his during testing, division two championship leader Steven Powell led from pole to flag to take overall and class victories in the opening race. Meanwhile, division one title rivals Stuart Oliver and Matt Summerfield spearheaded the charge of the faster machines, surging through to finish second and third overall respectively.

Powell hit the front early again in race two, only to retire late on, leaving the way clear for David Jenkins to win on the road. But his delight was short-lived as he was subsequently excluded from the meeting on driving safety grounds. That promoted Simon Reid to top spot ahead of Steve Thomas.

Oliver and Summerfield made it

four different victors in as many races by taking a win apiece in the next two outings, leaving the division one points table tantalisingly close.

The **Clubmans Championship** had an eventful start with race one pole-sitter Onno Zuidema breaking his half-shaft on the start line. That was followed by a first-lap collision at Oggies, the recovery for which restricted the field to just one competitive lap. When racing resumed, Steve Everson quickly wrapped up the win.

Zuidema bounced back to dominate race two from pole, ahead of Ian Crombie and champion-elect Alex Champkin.

Ian Pearson was dominant in the **FF2000** double-header, speeding clear to win both times. Chris Levy took second in race one ahead of Chris Lord, who leapt through the pack having started eighth after an off in slippery qualifying conditions.

Lord and Levy disputed second in race two, with Levy chasing after his rival, before sweeping round the outside of Riches on lap eight to secure the place.

Despite losing out to Andy Robinson's Ford Falcon into the opening corner of the first **Classic Thunder** race, pole-sitter Dale Gent quickly moved back ahead at Agostini. But it didn't last – having turned up the boost to get away, Gent's Subaru Impreza suffered a split turbo pipe and had to retire. Instead, a grateful Robinson inherited top spot.

Gent made amends by surging through the field to win race two. On an electrifying opening lap, he came from 21st to fifth, and it wasn't long before he reeled in long-time leader Robinson to secure victory. Fletcher completed the podium ahead of Bradley Gelman.

David Howard was a double winner in the **Classic Saloons**



OULTON PARK SEPTEMBER 19 BRSCC

Aaron Heads Superlight trio for hard-fought victory

Head (19) battles
with Robinson



BRYANT

Mickel (4) won first five
races at Snetterton

and Tourers races. He fought off the attentions of Mark Osbourne in race one, finally breaking free to win when Osbourne's Dolomite started smoking in the closing minutes and fell away.

Howard led throughout the sequel, while Andrew Harrison recovered from a wide mid-race moment to claim second.

Although Ollie Allen's Fiesta took a comfortable pole in the first **Touring Car/Blue Oval** event, he lost the lead to Ashley Shelswell's powerful Sierra off the line and had to battle to get back ahead. He made the decisive move into Agostini on lap three and edged clear to win.

Allen secured an unlikely double in race two. Having battled past early leader Shelswell at Hamilton on lap three, Allen fought clutch problems, leaking gearbox oil and driveshaft damage that left him struggling to salvage second place. But his fortunes shifted on a dramatic final lap, when leader Shelswell fell off, allowing Allen to limp home and rescue the victory.

Michael Comber recovered from a hesitant start to win the opening **MX5** race in a borrowed car.

Despite dropping back, Comber quickly recovered and was back ahead inside two laps en route to victory. It was a similar story in race two, with Comber slipping back early on, before recovering and pulling away to win.

● Oliver Timson

A 45-MINUTE DELAY DUE TO THICK fog held up proceedings at Oulton Park, forcing qualifying sessions to be reduced, but once the autumnal mist had lifted, it was wall-to-wall Caterhams as the varying series headed into the penultimate rounds of 2015.

Aaron Head's self-proclaimed "hard-fought victory" in race one of the **Superlights** was the pick of the bunch, and was a breathless display of wheel-to-wheel racing. The leading trio, which also included David Robinson and Danny Winstanley, spent the majority of the race exchanging the top three places and going three-abreast through Avenue. They had exploited a gap on the front row left by second-placed qualifier Jonathan Mortimer's loss of drive, to the disappointment of pole-sitter Sean Byrne, who finished fourth.

Mortimer made amends in race two after starting from the back of the grid. A Herculean display of overtaking to finish in second could have been much sweeter but for a solid defensive



Webber won from
back of Roadsport grid

BRYANT

display by winner Winstanley.

Ollie Wigg took victory and set a new lap record in the first **Roadsport** race after his brother, Benjamin, brought out the safety car following a collision with the barriers at Deer Leap. Having passed leader David Webber after the pole man spun at the restart, Wigg was untouchable for the remainder, finishing comfortably ahead of Alistair Calvert.

Wigg then broke his own lap record in race two, despite only finishing fourth. Another fine display of Caterham overtaking prowess, this time by Webber from the back of the grid, handed him a narrow victory. There is still everything to play for in the race for the championship at Silverstone, with Webber now six points behind leader Anthony Barnes.

There was only one winner in the **Tracksport** contests as Jack Brown, the youngest driver on the grid, made it two from two with a mesmerising display of composure. A 0.596s victory in race one over Dan Gore became 14.228s in race two, this time over Christian

Szaruta who celebrated his first podium of the season.

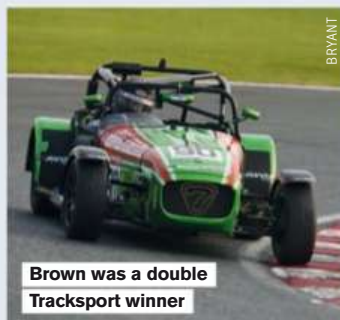
In a four-car tussle for victory in **Supersports** race one, it was Clive Richards who took the chequered flag ahead of points-leader Stephen Nuttall and William Smith. In true Caterham style, the top four positions changed each lap as the drivers jostled for supremacy. But four cars became three on the last lap when Danny Killeen spun through Cascades.

Race two was equally frustrating for the New Zealander, who again came off through Avenue and was forced to retire. He had been duelling for the podium places with eventual winner Smith and second-placed Nuttall.

Russ Olivant said his first victory of the season in the **Caterham Academy White Group** "felt fantastic", as he pipped championship leader Andrew Perry and Daniel Quintero to the chequered flag. The race was drastically reduced after a three-car accident into Old Hall, which included second-placed qualifier Daniel Bremmer, brought out the safety car for three laps.

In the **Green Group**, Portuguese driver Rui Ferreira came close to his fourth win of the season. Polesitter William Lloyd was patient after losing his position and forced a mistake from Ferreira on the final lap, to take his first Caterham win.

● Dom D'Angelillo



Brown was a double
Tracksport winner

BRYANT

O'Brien (94) kept the pressure on Gardner



SILVERSTONE, SEPTEMBER 19-20 BARC

O'Brien challenges dominant Gardner

MIKE GARDNER HAS BEEN ALMOST unstoppable in **Classic Formula Ford 1600** this season, winning 11 of the 12 races so far, but at Silverstone his supremacy was challenged by Michael O'Brien.

The BRDC F4 driver competed in F1600 for the first time in 2015 and put his Merlyn Mk20A on pole for the opener. However, recently crowned champion Gardner got a better start in his Crossle 30F and led into Abbey.

From there the veteran controlled the race, but with his young challenger following directly in his wheeltracks. That was until the final corner of the final lap when Gardner carried slightly too much speed into Club and O'Brien seized the chance to out-drag his rival exiting the corner to win by just 0.05s.

That put O'Brien on pole for the second race, although again Gardner got the better getaway to grab the initial lead. But O'Brien fought his way ahead sooner this time as the pair spent several laps going side-by-side. Gardner regained the upper hand while O'Brien tried to repeat his last-corner move but narrowly missed out this time.

Stuart Kestenbaum's Van Diemen RF79 was third in both races, but was unable to capitalise on a late race safety car in the opener – caused by a collision between Matthew Dunne and Scott Guthrie when battling for fifth. The pace car was deployed poorly as it missed the leaders, meaning the rest of the pack had to hurriedly catch up before the two-lap sprint to the flag.

Third place in the first race was enough for Luke Herbert to secure



Lockie/Mason's BEC win streak was ended

the **Clio Cup Race Series** title. Andy Jordan and James Dorlin led throughout, but a last-lap challenge at Club by the reigning Junior Saloon champion on Jordan concertinaed the pack up. This enabled Herbert to pass his Westbourne Motorsport team-mate Sam Randon to snatch third.

With title rival Paul Streather

only finishing eighth after contact with Brett Lidsey, Herbert was delighted to win the championship. "I had some contact at the start which put the tracking out," he explained, "so I wasn't planning on doing anything and was just holding on. But they held each other up and there was a gap so I went for it. That takes the pressure off and I can have fun in the second race."

He certainly had fun at the start of race two as he went round the outside of three cars to take the lead into Abbey. However, it didn't last as a misfire meant he dropped to third. This enabled Jordan to take his second win of the weekend, and season, with Streather second.

Luke Pinder's path to title glory in the **Road Series** element wasn't as straightforward as Herbert's. An electrical issue put him out of the opener, allowing rival Tyler Lidsey to win. Pinder bounced back to win the second race, taking the crown.



Jordan was double Clio winner

BRITISH HILLCLIMB CHAMPIONSHIP DOUNE, SEPTEMBER 19-20 LCC

Summers shines as he wins the title



Summers was a double winner

IN HIS FIRST SEASON SHARING THE Moran family's ultra-successful unique Gould GR61, 25-year-old Alex Summers was crowned 2015 British Hillclimb champion with one more pair of rounds to come.

He sealed the title with a comprehensive win in round 31 and followed this up with victory in the second encounter taking best time of the day. Summers was supported for the weekend by the car's owner Roger Moran, who has taken great pleasure in mentoring the younger man to the title.

Speaking just before the event awards presentation, where he was soaked with buckets of water by his closest rivals, Summers said: "I enjoyed that last run. I have been looking over my shoulder for the last few events, so it has been a nervous couple of weeks but the pressure went off once I knew I had the title. I took that last start with a big smile on my face.

"It has been a privilege to drive this car, which I first saw at Shelsley Walsh when I was just 14, and I hope I have done the car and Scott and Roger Moran justice."

The next three places remain still to be settled in the last weekend at Loton Park. Wallace Menzies moved up to second overall, taking second place each time at Doune and he shifted Trevor Willis aside in the process.

Willis had a tough day, starting with gear selection difficulties at

East Brae forcing him onto the grass in round 31. Although he quickly regained the track he could only finish eighth.

Then in the final stanza he broke a driveshaft at the start, but the remaining runners allowed him time to repair. When he did start, he set a good time but the top two soon bettered him.

At Loton Park, Scott Moran will return to driving the GR61, battling to move back ahead of Menzies and Willis, although he may need more than a little luck to succeed.

Menzies' co-driver Tom New moved into seventh ahead of Will Hall who was absent without a car for the weekend.

Another great pair of drives from Dave Uren lifted him to within only nine points of Hall. That battle will be resolved at Loton Park as will the fight for ninth and tenth between Alastair Crawford and Doune absentee John Bradburn.

Local drivers were well involved at Doune, with former British Sprint Champion Stewart Robb wheeling out his trusty Pilbeam. Class records fell to locals, with Steve Marr taking the 13-year-old 1100cc mark and new Scottish Hillclimb Champion Les Mutch taking the 1600cc mark set by his Raptor's original owner Lee Adams, over five years ago. Mutch also featured in both rounds with his best ever score.

● Eddie Walder



Local driver Mutch took his best ever score



Lapped cars were issue for MacIntyre-Ure



Astin heads the Miglia horde

Champion Kane Astin battled with Rupert Deeth, Rob Howard and Mark Cowan for the **Mini Miglia** victories, but backmarking Seven cars interfered. In the end, Astin won both thrashes from Deeth, but Cowan was eliminated in race two – having led in the early stages – after colliding with James Burrows' slower Seven at Club.

A win and a second were enough for Paul Spark to claim the **Se7en** title, with main rival Ashley Davies only able to match those results.

Calum Lockie/David Mason are almost assured of winning the **British Endurance Championship** despite their unbeaten record coming to an end. The FF Corse duo retired from the first enduro after their Ferrari 458 Challenge suffered a hydraulic leak mid-race when comfortably leading.

Luca Demarchi's BMW 135D profited but he was soon caught by Mike Moss and Tom Howard's E46 M3 model.

The Moss Motorsport duo won comfortably in the end when a sheared bolt in the differential caused Demarchi to retire, promoting the Beechdean Aston Martin of Andrew Howard and Paul Hollywood to second, finishing two laps behind.

There were no troubles for Lockie and Mason in the second race as they won comfortably from Hollywood/Howard while



Kendrick challenges Rogerson in MGOC

the sole title rival Nick Holden's Ariel Atom didn't finish.

Steve Glynn's TVR Sagaris won the concurrent **Britcar Trophy** race on both occasions.

Ben Colburn ended his six-race win drought in **Junior Saloons** as he won the opener while points-leader Brad Hutchinson retired with a broken driveshaft. Scott Mitchell took his first win of the season in race two, from Colburn, as Hutchinson completed the podium in his repaired car.

Points-leader Andrew Rogerson won both of the entertaining **MGOC** races in his ZR, despite making a poor start in the first. Adam Jackson and Martin Willis emerged as the runners-up.

James Card and James MacIntyre-Ure shared the **Kumho BMW** spoils, despite lapped traffic nearly thwarting MacIntyre-Ure in both contests. ● Stephen Lickorish

RESULTS ROUND-UP

SPA 6 HOURS SEPTEMBER 18-20



23RD SPA SIX HOURS (104 LAPS) 1 Roger Wills/James Littlejohn (Ford GT40) 5h47m48.193s (78.08mph);

2 Michael Funke/Marcus Graf von Oeynhausen (Ford GT40) +30.327s; 3 Alexander van der Lof/David Hart/Nicky Pastorelli (Shelby Cobra); 4 Miles Griffiths/Philip Walker/Mike Jordan (Ford GT40); 5 Phil Keen/Jon Minshaw (Jaguar E-type); 6 Craig Davies/John Young/Andy Newall (Ford GT40); 7 Ludovic Lindsay/Wolfgang Friedrichs/Michael Mallock (Aston Martin DB4GT DP214); 8 Martin Melling/Rob Hall/Jason Minshaw (Jaguar E-type low-drag coupe); 9 Rory & Gavin Henderson/Gregor Fiskens (Ford GT40); 10 Tim Summers/Mark Donaldson/James Cottingham (Shelby Cobra). **Class winners** van der Lof/Hart/Pastorelli; Michael & Will Schryver/Joe Twyman (Lotus Elan 26R Shapecraft Coupe); Mark Bates/Sean McInerney (Porsche 911); David Garrett/Luke Wos/Andy Yool (Ford Mustang); Mike Thorne/Johnny Todd/Sarah Bennett-Baggs (Austin-Healey 100M).

Fastest lap Funke 2m44.427s (95.28mph). **Starters** 104.

FIA MASTERS HISTORIC FORMULA 1 (8 LAPS) 1 Loic Deman (Tyrrell 009) 25m46.031s (81.07mph); 2 Steve Hartley (Arrows A4-4) +3.115s; 3 Christophe d'Ansembourg (Williams FW07C); 4 Nick Padmore (Lotus 77); 5 Jean-Michel Martin (Tyrrell 009); 6 Andy Wolfe (Tyrrell 010). **CW** Padmore; Wolfe. **FL** Hartley 2m42.192s (96.59mph). **S** 28.

RACE 2 (9 LAPS) 1 Deman 25m04.450s (104.14mph); 2 d'Ansembourg +2.724s; 3 Martin; 4 Hartley; 5 Rob Hall (Ligier JS17); 6 Padmore. **CW** Padmore; Richard Barber (Williams FW08C). **FL** Deman 2m14.618s (116.38mph). **S** 28.

FIA MASTERS HISTORIC SPORTS CARS (23 LAPS) 1 Jon Minshaw/Phil Keen (Lola-Chevrolet T70 Mk3B) 1h01m52.117s (97.07mph); 2 David Hart (Lola-Chevrolet T70 Mk3B) +1m22.101s; 3 Daniel Gibson (Lola-Chevrolet T70 Mk3B); 4 Carlos Monteverde/Gary Pearson (Lola-Chevrolet T70 Mk3B); 5 Mark Piercy/Martin Stretton (Lola-FVC T210); 6 Max Smith-Hilliard/Nick Padmore (Chevron-FVC B19). **CW** Piercy/Stretton; Laurie Bennett (McLaren-Chevrolet M1B); Graham Wilson/Andy Wolfe (Chevron-BMW B8); Mark Bates (Porsche 911 RSR). **FL** Keen 2m28.844s (105.26mph). **S** 53.

STIRLING MOSS TROPHY (21 LAPS) 1 Jon Minshaw/Phil Keen (Lyster-Jaguar Knobbly) 1h02m04.002s (88.35mph); 2 Gregor Fiskens/Bobby Verdon-Roe (Ferrari Dino 246S) +9.472s; 3 Dion Kremer (Lotus 17 Prototype); 4 David Hart (Lyster-Jaguar Costin); 5 Tony Wood/Will Nuthall (Lyster-Jaguar Knobbly); 6 Shaun Lynn (Lyster-Jaguar Knobbly). **FL** Verdon-Roe 2m52.002s (91.08mph). **S** 28.

RAC WOODCOTE TROPHY (21 LAPS) 1 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) 1h05m01.141s (84.33mph); 2 Chris Ward (Jaguar C-type) +1.027s; 3 Carlos Monteverde/Gary Pearson (Jaguar D-type); 4 Rudiger Friedrichs (Jaguar C-type); 5 Nick Wigley (Cooper-Bristol T24/25); 6 Rick Bourne/Malcolm Paul (Lotus-Bristol 10). **FL** Blakeney-Edwards 3m00.270s (86.91mph). **S** 24.

HGPCA (11 LAPS) 1 Peter Horsman (Lotus 18/21) 31m21.820s (91.48mph); 2 Miles Griffiths (Brabham BT4) +6.169s; 3 Jon Fairley (Brabham BT11A); 4 Andy Middlehurst (Lotus 25); 5 Barry Cannell (Cooper T51); 6 Guillermo Fierro

(Maserati 250F). **CW** Middlehurst; Cannell; Fierro; Rod Jolley (Lyster Monzanapolis); Marshall Bailey (Lotus 16); James Willis (Cooper T45); Peter Studer (Lotus 24); Richard Pilkington (Talbot-Lago T26SS). **FL** Griffiths 2m43.246s (95.97mph). **S** 53.

RACE 2 (11 LAPS) 1 Griffiths 30m15.748s (94.91mph); 2 Horsman +36.479s; 3 Middlehurst; 4 Cannell; 5 Sid Hoole (Cooper T66); 6 Steve Hart (Maserati 250F). **CW** Middlehurst; Cannell; Hart; Jolley; Studer; Tony Smith (Ferrari Dino 246); Willis; Pilkington. **FL** Griffiths 2m42.042s (96.68mph). **S** 46.

HMRN U2TC (19 LAPS) 1 Richard Shaw (BMW 1800 TISA) 1h01m14.774s (81.01mph); 2 Horst Baumann (Alfa Romeo GTA) +33.190s; 3 Carlos Monteverde/Gary Pearson (Ford Lotus Cortina); 4 John Avill/Ross Hyett (Lotus Cortina); 5 Geoff & Alan Lettis (Lotus Cortina); 6 David Tomlin/Martin Stretton (Lotus Cortina). **CW** Jonathan Lewis/Liam Sullivan (Austin Cooper S). **FL** Richard Dutton (Lotus Cortina) 3m04.571s (84.88mph). **S** 31.

HMRN PRE-1963 GT (20 LAPS) 1 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra TED-7) 1h02m53.023s (83.04mph); 2 Karsten Le Blanc (Austin-Healey 3000) +52.352s; 3 Dion Kremer/Ben Mitchell (Morgan +4 Super Sports); 4 Martin Melling/Jason Minshaw (Jaguar E-type); 5 Bob Binfield (Jaguar E-type); 6 George Miller/Les Goble (Aston Martin DBA). **CW** Le Blanc; Michael Gans (Lotus Elite); Steve Wright/Ian Clark (Porsche 356A Super). **FL** Hunt 3m03.933s (85.18mph). **S** 16.

MASTERS GENTLEMEN DRIVERS (28 LAPS) 1 Michael Gans/Andy Wolfe (AC Cobra) 1h25m57.713s (85.05mph); 2 Karsten Le Blanc/Nick Greensall (AC Cobra) +27.248s; 3 Marcus Graf von Oeynhausen (Jaguar E-type); 4 James Hagan/Ron Maydon (Ginetta G4R); 5 James Cottingham/Tim Summers (AC Cobra Daytona Coupe); 6 Tommy Brorsson/Palle Birkelund Pedersen (Ginetta G4). **CW** Maydon/Hagan; Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Rick Bourne/Malcolm Paul (TVR Grantura). **FL** Michael Funke (Bizzarrini 5300GT) 2m51.011s (91.61mph). **S** 34.

MASTERS PRE-1966 TOURING CARS (18 LAPS) 1 Mike Gardiner/Phil Keen (Ford Falcon) 1h02m15.148s (75.50mph); 2 Leo Voyazides/Simon Hadfield (Ford Falcon) +2.223s; 3 Eric Helary (Austin Mini Cooper S); 4 Craig Davies/John Young (Ford Mustang); 5 Andrea Stortoni (Austin Mini Cooper S); 6 Chris Clarkson/David Smithies (Ford Falcon). **CW** Helary; Arne Berg (Ford Lotus Cortina). **FL** Hadfield 2m59.946s (87.07mph). **S** 21.

HSCC CLOSED-WHEEL (11 LAPS) 1 Sam Carrington-Yates (Chevron-FVC B16) 30m23.263s (94.52mph); 2 Martin O'Connell (Chevron-BMW B8) +0.046s; 3 Phil Keen (Chevrolet Corvette); 4 Charles Allison (Chevron-BMW B8); 5 Robert Beebe (Chevron-BMW B8); 6 Dave Coyne (Ford Escort-BDG). **CW** O'Connell; Coyne; Mike Gardiner (TVR Griffith); Will Plant (Morgan +8); Chris Clarkson (Ford Falcon); Joe Ward (Vauxhall Firenza-Chevrolet 'Baby Bertha'). **FL** Carrington-Yates 2m42.135s (96.63mph). **S** 69.

RACE 2 (11 LAPS) 1 O'Connell 30m22.623s (94.55mph); 2 Ward +42.912s; 3 Peter Hallford (Chevrolet Corvette); 4 Allison; 5 Philippe Demeyer (Gropa-BMW CMC); 6 Mark Wright (Ford Escort-BDG). **CW** Ward; Gardiner; Richard Plant (Morgan +8); Alistair Coates (Ford Mustang). **FL** David Carrington-Yates (Chevron-FVC B16) 2m37.531s (99.51mph). **S** 53.

MASTERS 70S CELEBRATION/MRL HTCC/DRM

KLASSIK POKAL (14 LAPS) 1 Chris Ward (Ford Capri) 42m25.410s (86.17mph); 2 Afschin Fatemi (Porsche 911 RS) +1m14.367s; 3 Peter Heinrich (BMW M1); 4 Willie Toye (Triumph TR8); 5 Gregoire Audi (Aston Martin DB4); 6 Koge van der Woude (Porsche 911RS). **CW** Fatemi; Toye. **FL** Ward 2m44.600s (95.19mph). **S** 30.

BRITISH SPORTS & SALOON CAR CHALLENGE (16 LAPS) 1 Laki Christoforou (Ford Escort RS) 1h00m14.788s (69.34mph); 2 Robert Beebe/Steve Boultee Brooks (Chevron B8) +0.575s; 3 Phil Nevill (Ford Escort RS2000); 4 Tim Swadkin/Greg Caton (Ford Escort RS); 5 Malcolm Harding (Ford Escort RS); 6 Chris Beighton/Jon Finnemore (Sunbeam Tiger). **FL** Christoforou 3m10.591s (82.20mph). **S** 63.

MONDELLO PARK
SEPTEMBER 19-20, LMC



LEINSTER TROPHY FORMULA FORD 1600 FEATURE RACE (10 LAPS) 1 Stephen Daly (Ray GR11) 21m56.327s (59.53mph); 2 Robert Barrable (Ray GR10) +7.033s; 3 James Raven (Ray GR13/14); 4 Jake Byrne (Ray GR13); 5 Patrick Dussault (Ray GR13/14); 6 Tom O'Connor (Van Diemen RF90). **FL** Jonny McMullan (Van Diemen LA10) 2m10.488s (60.05mph). **Pole** Daly. **S** 10.

FORMULA FORD 1600 (9 LAPS) 1 Daly 16m22.159s (71.86mph); 2 Raven +5.417s; 3 McMullan 4 Dussault; 5 Jennifer Mullan (Reynard 84FF); 6 Denis Sheehan (Crosle 45F). **FL** Daly 1m48.177s (72.44mph). **P** Daly. **S** 9.

RACE 2 (9 LAPS) 1 Daly 16m22.419s (71.79mph); 2 Byrne +5.556s; 3 McMullan; 4 Raven; 5 Tom O'Connor (Van Diemen RF90); 6 Mullan. **FL** Daly 1m48.263s (72.38mph). **P** Daly. **S** 9.

FORMULA SHEANE (9 LAPS) 1 Enda O'Connor 16m19.499s (72.00mph); 2 David Parks +5.082s; 3 Brian Hearty; 4 Kevin Sheane Jr; 5 Robbie Allen; 6 Gary Corcoran. **FL** Sheane 1m47.802s (72.69mph). **P** Sheane. **S** 16.

RACE 2 (4 LAPS) 1 O'Connor 9m10.844s (56.90mph); 2 Allen +2.956s; 3 Sheane; 4 Hearty; 5 Parks; 6 Paul McLoughlin. **FL** Sheane 2m15.860s (57.68mph). **P** Sheane. **S** 15.

FORD FIESTA (7 LAPS) 1 Brendan Fitzgerald 15m37.588s (58.50mph); 2 Barry Rabbitt +2.436s; 3 Stephen Kirwan; 4 Shane Kenny; 5 John Denning; 6 Michael Tumulty. **FL** Fitzgerald 2m13.069s (58.89mph). **P** Fitzgerald. **S** 26.

RACE 2 (6 LAPS) 1 Ulrick Burke 15m07.918s (51.78mph); 2 Rabbitt +0.827s; 3 Kirwan; 4 Tumulty; 5 Denning; 6 Ciaran Larkin. **FL** Kirwan 2m29.661s (52.36mph). **P** Rabbitt. **S** 25.

IRISH TOURING CARS/SEAT LEON SUPERCOPA (8 LAPS) 1 Dean Reilly (Honda Civic) 15m11.827s (68.75mph); 2 Eoghan Fogarty (BMW M3) +4.562s; 3 Robert Savage (Honda Integra); 4 Shane Rabbitt (Mazda RX7); 5 Owain Drought (Honda Integra); 6 Kevin Doran (Honda Civic). **CW** Reilly; Grzegorz Kalinecki (SEAT Leon); Niall Murray (SEAT Leon Supercopa). **FL** Reilly 1m53.098s (69.29mph). **P** Reilly. **S** 23.

RACE 2 (6 LAPS) 1 Rabbitt 12m50.791s (61.00mph); 2 John Whelan (Peugeot 306) +1.820s; 3 Drought; 4 Savage; 5 Reilly; 6 Murray. **CW** Rabbitt; Gareth Jennings (Honda Integra); Murray. **FL** Whelan 2m05.335s (62.52mph). **P** Drought. **S** 20.

BOSS IRELAND FORMULA LIBRE (7 LAPS) 1 Paul Dagg (Dallara-Toyota F3) 11m33.349s (79.11mph); 2 Barry Rabbitt (Tatuus Frenault) +26.375s; 3 Fergus Faherty

(Tatuus Frenault); 4 Colm Hynes (Reynard 88D); 5 Martin Daly (Tatuus Frenault); 6 Noel Robinson (Tatuus Frenault). **FL** Dagg 1m38.076s (79.90mph). **P** Dagg. **S** 10.

RACE 2 (8 LAPS) 1 Faherty 16m32.115s (63.19mph); 2 Rabbitt +17.284s; 3 Dagg; 4 John Daly (Lola T93 Holden); 5 Robinson; 6 M Daly. **FL** Faherty 2m00.002s (65.30 mph). **P** Rabbitt. **S** 7.

FORMULA VEE (8 LAPS) 1 Kevin Grogan (Leystone) 15m31.468s (67.30mph); 2 Des Foley (Leystone) +3.293s; 3 Colm Blackburn (Sheane); 4 Jimmy Furlong (Sheane); 5 Dan Polley (Sheane); 6 Stephen Morrin (Leystone). **FL** Ray Moore (Leystone) 1m54.838s (68.24mph). **P** Grogan. **S** 19.

RACE 2 (8 LAPS) 1 Grogan 15m27.635s (67.58mph); 2 Foley +0.155s; 3 Blackburn; 4 Furlong; 5 Moore; 6 Morrin. **FL** Grogan 1m54.947s (68.17mph). **P** Grogan. **S** 19.

ASK SUPERCARS/MONDELLO PARK GT SERIES (8 LAPS) 1 Connaire Finn (Ginetta G50) 15m13.093s (70.99mph); 2 David O'Brien (RT Supercar) +0.115s; 3 Peter Barrable (RT Supercar); 4 Graeme Colfer (RT Supercar); 5 Bob Cameron (RT Supercar); 6 John Cardoo (RT Supercar). **CW** O'Brien. **FL** Finn 1m48.447s (72.26mph). **P** Barrable. **S** 13.

RACE 2 (8 LAPS) 1 Barrable 15m12.670s (68.69mph); 2 O'Brien +0.993s; 3 Philip Jones (RT Supercar); 4 Cameron; 5 Colfer; 6 Stephen Maher (RT Supercar). **CW** John McLaughlin (Ginetta G50). **FL** Finn 1m48.816s (72.01mph). **P** Barrable. **S** 12.

RACE 3 (6 LAPS) 1 O'Brien 12m44.288s (61.52mph); 2 Barrable +8.121s; 3 Cardoo; 4 Finn; 5 Cameron; 6 Pat O'Sullivan (RT Supercar). **CW** Finn. **FL** Finn 2m00.374s (65.10mph). **P** Maher. **S** 11.

STRYKERS (8 LAPS) 1 Alan Auerbach 15m30.662s (67.36mph); 2 Dave Griffin +3.282s; 3 Alan Watkins; 4 Mark Baker; 5 Roger Welaratne; 6 Sean Lillis. **FL** Auerbach 1m55.287s (67.97mph). **P** Auerbach. **S** 11.

RACE 2 (8 LAPS) 1 Watkins 15m32.679s (67.21mph); 2 Griffin +10.356s; 3 Baker; 4 Andrew D'Alton; 5 Damian Roddy; 6 Welaratne. **FL** Watkins 1m55.574s (67.80mph). **P** Auerbach. **S** 11.

GINETTA JUNIOR IRELAND/FIESTA JUNIOR (7 LAPS) 1 Jordan Dempsey (Ginetta G20) 15m31.560s (58.88mph); 2 James Roe (Ginetta G20) +0.289s; 3 Samuel Harron (Ginetta G20); 4 William Harron (Ginetta G20); 5 Darragh Denning (Ginetta G20); 6 Cameron Fenton (Ginetta G20). **CW** Adam Geraghty (Fiesta). **FL** Dempsey 2m03.846s (63.27mph). **P** Dempsey. **S** 12.

RACE 2 (8 LAPS) 1 Dempsey 16m36.978s (62.88mph); 2 Denning +16.221s; 3 W Harron; 4 Loris Nikolov; 5 S Harron; 6 Morgan Quinn (Ginetta G20). **CW** Jack Byrne (Fiesta). **FL** Dempsey 2m03.846s (63.27mph). **P** Dempsey. **S** 12.

HRCA HISTORICS (8 LAPS) 1 Stephen Doyle (Lola T212 FVC) 15m22.917s (67.92mph); 2 David Kelly (Crosle 95) +0.188s; 3 Jackie Cochrane (Sunbeam Tiger); 4 Steve Griffin (MG Midget); 5 Billy Crosbie (Lotus 7); 6 Michael Doyle (Chevron B8 BMW). **FL** Kelly 1m53.542s (69.01mph). **P** Kelly. **S** 15.

RACE 2 (7 LAPS) 1 S Doyle 14m58.780s (61.03mph); 2 Griffin +21.305s; 3 Crosbie; 4 Cochrane; 5 M Doyle; 6 Clive Brandon (Lotus 47). **FL** S Doyle 1m54.324s (68.54mph). **P** Kelly. **S** 15.

PRE-1955 HISTORIC HANDICAP (7 LAPS) 1 David Morris (Frazer-Nash TT Replica) 16m47.862s; 2 John Keatley (Invicta S-Type) +11.449s; 3 Tony Dowling (Austin 7 Special); 4 Tony Canny (Riley TT Sprite Replica); 5 Ken McAvoy (Riley 12/4 Special); 6 Edward Bourke (Riley 12/4 Special). **FL** Dave Miller (Jaguar XK140) 2m41.408s (48.55mph). **P** Paddins Dowling (ERA R10B). **S** 16.

ROCKINGHAM
SEPTEMBER 19-20, BRSCC



PICKUP TRUCKS (35 LAPS) 1 Pete Stevens 28m13.047s (110.07mph); 2 Freddie Lee +0.176s; 3 Dave Longhurst; 4 Paul Tompkins; 5 Gavin Murray; 6 Dave Weaver. **FL** Stevens 40.364s (131.90mph). **P** Murray. **S** 14.

RACE 2 (35 LAPS) 1 Weaver 24m06.485s (128.83mph); 2 Lee +0.301s; 3 Stevens; 4 Charlie Weaver; 5 Paul Jones; 6 Scott Bourne. **FL** Stevens 40.269s (132.22mph). **P** Lee. **S** 13.

FIESTA JUNIORS (11 LAPS) 1 Carlito Miracco 20m03.224s (76.46mph); 2 Michael Higgs +5.741s; 3 Nathan Edwards; 4 Ronan Quinn; 5 Aaron Thompson; 6 Cameron Pugh. **FL** Miracco 1m47.986s (68.34mph). **P** Higgs. **S** 12.

RACE 2 (11 LAPS) 1 Thompson 20m09.761s (67.10mph); 2 Higgs +1.250s; 3 Quinn; 4 Edwards; 5 Pugh; 6 Miracco. **FL** Miracco 1m47.802s (68.45mph). **P** Miracco. **S** 12.

FIESTA CHAMPIONSHIP CLASSES A, B & D (11 LAPS) 1 Alastair Kellett (Zetec S) 20m44.822s (65.21mph); 2 David Abbott (Zetec S) +0.304s; 3 David Nye (Zetec S); 4 Lee Dendy-Sadler (Zetec S); 5 Peter Dendy-Sadler (Si); 6 James Styles (Si). **CW** P Dendy-Sadler; John Cooper (Zetec). **FL** Abbott 1m47.276s (68.79mph). **P** Kellett. **S** 16.

RACE 2 (11 LAPS) 1 Kellett 20m05.440s (67.34mph); 2 Abbott +2.125s; 3 L Dendy-Sadler; 4 Steve Ryan (Zetec S); 5 Al Daly (Zetec S); 6 Styles. **CW** Styles; Stuart Robbins (Zetec). **FL** Abbott 1m47.864s (68.41mph). **P** Kellett. **S** 15.



BOURNE

Mitchell's Clubmans race ended early



STYLES

FIESTA CHAMPIONSHIP CLASS C (12 LAPS) 1 James Ross 20m57.367s (70.43mph); 2 Simon Horrobin +24.054s; 3 Sam Priest; 4 Jamie Going; 5 Ian Wilson; 6 Ryan Faulconbridge. **FL** Ross 1m43.968s (70.98mph). **P** Ross. **S 11. RACE 2 (12 LAPS)** 1 Ross 21m00.436s (70.26mph); 2 Priest +18.742s; 3 Horrobin; 4 Scott Robertson; 5 Going; 6 Wilson. **FL** Ross 1m43.957s (70.99mph). **P** Ross. **S 10.**

SNETTERTON SEPTEMBER 19-20, BARC/BTRC



LEGENDS (SATURDAY) HEAT ONE (7 LAPS) 1 John Mickel 20m00.311s (62.33mph); 2 Thomas Grainger +0.049s; 3 Connor Mills; 4 James Holman; 5 Daniel McKay; 6 Steve Whitelegg. **FL** Holman 2m15.856s (78.67mph). **P** Robert King. **S 20. HEAT TWO (6 LAPS)** 1 Mickel 13m45.193s (77.71mph); 2 Matthew Pape +0.106s; 3 Mills; 4 Euan McKay; 5 Holman; 6 John Paterson. **FL** Mickel 2m14.869s (79.24mph). **P** Mills. **S 19. FINAL (8 LAPS)** 1 Mickel 18m19.776s (77.24mph); 2 Ben Power +0.193s; 3 Pape; 4 Holman; 5 D McKay; 6 Paterson. **FL** Pape 2m15.734s (78.74mph). **P** King. **S 20. (SUNDAY) HEAT ONE (6 LAPS)** 1 Mickel 13m52.116s (77.06mph); 2 E McKay +0.645s; 3 Holman; 4 D McKay; 5 Pape; 6 Mills. **FL** Whitelegg 2m16.124s (78.51mph). **P** Whitelegg. **S 20. HEAT TWO (6 LAPS)** 1 Mickel 13m53.618s (76.92mph); 2 D McKay +0.123s; 3 Holman; 4 Whitelegg; 5 Pape; 6 Paterson. **FL** Whitelegg 2m17.089s (77.96mph). **P** Grainger. **S 20. FINAL (8 LAPS)** 1 E McKay 18m25.315s (77.35mph); 2 Guy Fastres +0.128s; 3 Power; 4 Pape; 5 Ben Mason; 6 D McKay. **FL** Pape 2m16.010s (78.58mph). **P** Jack Parker. **S 17. TRUCKS (7 LAPS)** 1 Steven Powell (Foden Alpha) 18m19.078s (68.07mph); 2 Stuart Oliver (Volvo RH13) +3.475s; 3 Mat Summerfield (MAN TG5); 4 Ryan Smith (MAN TGA); 5 Steve Thomas (MAN TGX); 6 Adam Bint (Volvo White). **CW** Oliver. **FL** Oliver 2m27.986s (72.22mph). **P** Powell. **S 17. RACE 2 (7 LAPS)** 1 Simon Reid (MAN TGX) 18m25.674s (67.66mph); 2 Thomas +2.541s; 3 Summerfield; 4 Richard Collett (MAN TGX); 5 Oliver; 6 Ray Coleman (Renault Truck). **CW** Luke Garrett (ERF). **FL** Summerfield 2m28.316s (72.06mph). **P** Jim Bennett (Seddon Atkinson). **S 17. RACE 3 (7 LAPS)** 1 Oliver 18m38.547s (66.88mph); 2 Smith +6.703s; 3 Shane Brereton (Scania P1150); 4 Powell; 5 Garrett; 6 Coleman. **CW** Powell. **FL** Oliver 2m31.246s (70.66mph). **P** Trevor Martin (Scania). **S 17. RACE 4 (7 LAPS)** 1 Summerfield 18m26.597s (67.60mph); 2 Thomas +3.977s; 3 Reid; 4 Smith; 5 Powell; 6 Bint. **CW** Powell. **FL** Smith 2m26.403s (73.00mph). **P** Bint. **S 17. RACE 5 (7 LAPS)** 1 Oliver 19m24.280s (64.25mph); 2 Smith +3.796s; 3 Thomas; 4 Garrett; 5 Collett; 6 Summerfield. **CW** Garrett. **FL** Oliver 2m32.409s (70.12mph). **P** Brian Burt (Volvo). **S 15. CLUBMANS (6 LAPS)** 1 Steve Everson (Mallock Mk28 EB Proto Everson) 18m48.544s (56.82mph); 2 Ian Crombie (Mallock Mk28B Proto) +0.188s; 3 Alan Cook (Mallock Mk20B/21); 4 Alex Champkin (Vision V84); 5 Howard Payne (Mallock Mk20B Phoenix); 6 Graeme Smith (Mallock Mk26). **CW** Cook; Champkin; Clive Wood (Mallock Mk20). **FL** Crombie 2m00.086s (89.00mph). **P** Onno Zuidema (Mallock Mk27SG). **S 26. RACE 2 (9 LAPS)** 1 Zuidema 18m26.779s (86.91mph); 2 Crombie +14.736s; 3 Champkin; 4 Everson; 5 Peter Richards (Mallock Mk30PR); 6 Payne. **CW** Champkin; Wood; Philip Barak (Mallock Mk20B). **FL** Crombie 2m00.931s (88.38mph). **P** Zuidema. **S 22. FORMULA FORD 2000 (10 LAPS)** 1 Ian Pearson (Van Diemen RF83) 20m05.033s (88.69mph); 2 Christopher Levy (Van Diemen RF83); 3 Christopher Lord (Van Diemen RF82); 4 Richard Wallington (Van Diemen RF83); 5 Colin Wright (Reynard SF79); 6 Clive Wood (Van Diemen RF82). **CW** Wright. **FL** Pearson 1m58.938s (89.86mph). **P** Pearson. **S 10. RACE 2 (10 LAPS)** 1 Pearson 20m00.792s (89.00mph); 2 Levy +30.013s; 3 Lord; 4 Wallington; 5 Wright; 6 Wood. **CW** Wright. **FL** Pearson 1m58.139s

(90.47mph). **P** Pearson. **S 10.**

CLASSIC THUNDER/PRE-'83 PRODUCTION TOURERS/PRE-'03 VW (8 LAPS) 1 Andy Robinson (Ford Falcon V8) 16m43.744s (85.18mph); 2 Vaughan Fletcher (Subaru Impreza) +1.185s; 3 Bradley Gelman (Ford Sierra Cosworth); 4 Stuart Day (Ford Escort WRC); 5 Steven Wood (VW Golf); 6 Ken Lark (VW Corrado). **CW** Fletcher; Gelman; Wood; Luke Allen (Honda Civic Type R); Vic Hope (Civic Type R); Ian Fowler (VW Golf); Tim Moll (VW Golf VR6). **FL** Dale Gent (Impreza) 2m01.007s (88.32mph). **P** Gent. **S 24. RACE 2 (8 LAPS)** 1 Gent 16m43.677s (85.19mph); 2 Robinson +9.018s; 3 Fletcher; 4 Gelman; 5 Ian Froggatt (Impreza); 6 Wood. **CW** Robinson; Fletcher; Gelman; Wood; Alexander Owen (Civic Type R); Hope; Chris Adams (Golf); Moll. **FL** Gent 2m01.353s (88.07mph). **P** Robinson. **S 26. CLASSIC SALOONS & HISTORIC TOURERS/PRE-'83 TOURERS (7 LAPS)** 1 David Howard (Jaguar XJ12) 16m21.268s (76.24mph); 2 Stephen Primett (Ford Escort) +2.224s; 3 Andrew Harrison (Jaguar XJS); 4 William Jenkins (BMW 3.0 CSL); 5 Mark Osborne (Triumph Dolomite Sprint); 6 Peter Winstone (Ford Escort). **CW** Primett; Harrison; Riorden Welby (Rover SD1); Eifon Jones (Ford Mk1 Lotus Cortina); Tony Preston (Morris Minor); Andy Messham (Austin Mini Seven); Gary Fletcher (Hillman Imp); Stuart Radford (Triumph 2000). **FL** Osborne 2m17.828s (77.54mph). **P** Howard. **S 27. RACE 2 (7 LAPS)** 1 Howard 16m09.711s (77.15mph); 2 Harrison +4.054s; 3 Osborne; 4 Primett; 5 Winstone; 6 Mark Fowler (Ford Capri). **CW** Harrison; Osborne; Fowler; Preston; Messham; Radford; Fletcher; Jones. **FL** Harrison 2m16.006s (78.58mph). **P** Howard. **S 24. PRE '93 TOURERS/PRE-'05 PRODUCTION TOURERS/BLUE OVAL SALOONS (7 LAPS)** 1 Olly Allen (Ford Fiesta) 15m30.570s (80.39mph); 2 Ashley Shelswell (Ford Sierra XR4i) +10.214s; 3 Simon Ward (Vauxhall Astra GTE 16v); 4 John Edwards-Parton (Ford Fiesta); 5 Kenny Coleman (Ford Capri V8); 6 Malcolm Wise (Ford Sapphire Cosworth). **CW** Shelswell; Ward; Edwards-Parton; Coleman; Wise; Andrew Sheraton (BMW E30); Gary Parkes (Peugeot 206 GTi 180); Alastair Rushforth (MG ZR); Kenneth Adlard (Alfa Romeo 145); Scott Parkes (Ford Fiesta XR2); Jeffrey Windsor (Ford Puma); Andrew Anderson Smith (Honda CRX). **FL** Allen 2m10.684s (81.78mph). **P** Allen. **S 25. RACE 2 (7 LAPS)** 1 Allen 16m19.377s (76.39mph); 2 Edwards-Parton +5.517s; 3 Ward; 4 Coleman; 5 Nigel Hutton (Ford Sapphire Cosworth); 6 G Parkes. **CW** Edwards-Parton; Ward; Coleman; Hutton; G Parkes; Rushforth; S Parkes; Maximilian Fewtrell (Proton Satria); Mark Hope (Renault 5 Turbo); Craig Langley (Peugeot 206 GTi); Anderson Smith; Wise. **FL** Allen 2m11.719s (81.14mph). **P** Allen. **S 24. MAXS (9 LAPS)** 1 Michael Comber 21m24.163s (74.90mph); 2 Simon Fleet +0.442s; 3 Jonathan Halliwell; 4 Ian Loversidge; 5 Paul Roddison; 6 Andrew Pretorius. **CW** Chris Webster. **FL** Comber 2m20.425s (76.11mph). **P** Comber. **S 15. RACE 2 (9 LAPS)** 1 Comber 21m34.287s (74.32mph); 2 Halliwell +12.832s; 3 Roddison; 4 Fleet; 5 Loversidge; 6 Jeremy Shipley. **CW** Webster. **FL** Comber 2m21.929s (75.30mph). **P** Comber. **S 15.**

OULTON PARK SEPTEMBER 19-20, BRSCC



CATERHAM SUPERLIGHT R300 (17 LAPS) 1 Aaron Head 31m01.975s (88.47mph); 2 David Robinson +0.066s; 3 Danny Winstanley; 4 Sean Byrne; 5 Matt Dyer; 6 Jason Redding. **FL** Winstanley 1m47.859s (89.94mph). **P** Byrne. **S 18. RACE 2 (17 LAPS)** 1 Winstanley 31m06.421s (88.26mph); 2 Jonathan Mortimer +0.048s; 3 Byrne; 4 Robinson; 5 Lee Wiggins; 6 Head. **FL** Robinson 1m48.313s (89.46mph). **P** Head. **S 18. CATERHAM ROADSPORT (9 LAPS)** 1 Olly Wigg 20m37.720s (70.46mph); 2 Alistair Calvert +6.724s; 3 Steve McCulley; 4 Anthony Barnes; 5 Guy Hawkins; 6 Peter Rimer. **FL** O Wigg 1m58.636s (81.68mph). **P** David Webber. **S 18. RACE 2 (10 LAPS)** 1 Webber 20m07.149s

(80.27mph); 2 Hawkins +0.100s; 3 Calvert; 4 O Wigg; 5 Damian Milkins; 6 Andrew Johnson. **FL** O Wigg 1m57.954s (82.15mph). **P** O Wigg. **S 17. CATERHAM TRACKSPORT (16 LAPS)** 1 Jack Brown 31m35.085s (81.81mph); 2 Dan Gore +0.596s; 3 Henry Heaton; 4 Max Robinson; 5 Timothy Dickens; 6 Chris Hutchinson. **FL** Dickens 1m56.207s (83.38mph). **P** Gore. **S 24. RACE 2 (15 LAPS)** 1 Brown 31m22.102s (77.23mph); 2 Christian Szaruta +14.228s; 3 Robinson; 4 Dickens; 5 Gore; 6 Heaton. **FL** Hutchinson 1m56.447s (83.21mph). **P** Brown. **S 24. CATERHAM SUPERSPORT (16 LAPS)** 1 Clive Richards 30m56.448s (85.51mph); 2 Stephen Nuttall +1.291s; 3 William Smith; 4 Alistair Weaver; 5 Andres Sinclair; 6 Tony Mingoia. **FL** Nuttall 1m54.522s (84.61mph). **P** Danny Killeen. **S 29. RACE 2 (16 LAPS)** 1 Smith 30m58.969s (83.40mph); 2 Nuttall +1.014s; 3 Philip Jenkins; 4 Richards; 5 Sinclair; 6 Lucy Redding. **FL** Jenkins 1m54.207s (84.84mph). **P** Richards. **S 29. CATERHAM ACADEMY WHITE GROUP (6 LAPS)** 1 Russ Oliviant 15m21.991s (63.06mph); 2 Andrew Perry +4.038s; 3 Daniel Quinterio; 4 Simon Throw; 5 Alan Cooper; 6 Chris Aubrey. **FL** Oliviant 2m03.009s (78.77mph). **P** Perry. **S 18. CATERHAM ACADEMY GREEN GROUP (8 LAPS)** 1 William Lloyd 16m33.835s (78.00mph); 2 Rui Ferreira +4.147s; 3 Rob Yates; 4 Jon Curry; 5 Rob Watts; 6 Simon Sharrock. **FL** Lloyd 2m02.500s (79.10mph). **P** Lloyd. **S 20.**

SILVERSTONE SEPTEMBER 19-20, BARC



CLASSIC FORMULA FORD (14 LAPS) 1 Michael O'Brien (Merlyn Mk20A) 20m33.591s (75.62mph); 2 Mike Gardner (Crosle 30F) +0.052s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 Matthew Wrigley (Merlyn Mk20A); 5 Chris Stuart (Van Diemen RF80); 6 Peter Chippindale (Royale RP26). **CW** Gardner. **FL** O'Brien 1m14.830s (89.04mph). **P** O'Brien. **S 26. RACE 2 (16 LAPS)** 1 Gardner 20m28.734s (86.76mph); 2 O'Brien +0.261s; 3 Kestenbaum; 4 John Village (Crosle 25F); 5 Scott Guthrie (Crosle 25F); 6 Kevin Mansell (Crosle 32F). **CW** O'Brien. **FL** O'Brien 1m15.406s (88.36mph). **P** O'Brien. **S 26. CLIO CUP SERIES (16 LAPS)** 1 Andy Jordan 20m37.001s (88.18mph); 2 James Dorrin +0.237s; 3 Luke Herbert; 4 Sam Randon; 5 Matt Allison; 6 Anton Spires. **CW** Tyler Lidsey. **FL** Randon 1m16.051s (87.61mph). **P** Jordan. **S 17. RACE 2 (16 LAPS)** 1 Jordan 20m23.826s (87.11mph); 2 Paul Streather +6.856s; 3 Herbert; 4 Dorrin; 5 Adam Hatfield; 6 Brett Lidsey. **CW** Luke Pinder. **FL** Dorrin 1m15.340s (88.44mph). **P** Jordan. **S 17. MINI MIGLIA/MINI SE7EN (10 LAPS)** 1 Kane Astin (Miglia) 13m27.957s (82.47mph); 2 Rupert Deeth (Miglia) +2.119s; 3 Mark Cowan (Miglia); 4 Rob Howard (Miglia); 5 Colin Peacock (Miglia); 6 Daniel Wheeler (Miglia). **CW** Ashley Davies (Seven). **FL** Damon Astin (Miglia) 1m18.860s (84.49mph). **P** K Astin. **S 38. RACE 2 (12 LAPS)** 1 K Astin 16m09.366s (82.48mph); 2 Deeth +2.360s; 3 Howard; 4 Peacock; 5 Aaron Smith (Miglia); 6 Wheeler. **CW** Paul Spark (Seven). **FL** D Astin 1m19.105s (84.23mph). **P** K Astin. **S 37. BRITISH ENDURANCE CHAMPIONSHIP (74 LAPS)** 1 Mike Moss/Tom Howard (BMW E46 M3) 1h30m45.664s (90.54mph); 2 Paul Hollywood/Andrew Howard (Aston Martin GT4) -2 laps; 3 Fareed Ali/Chris Valentine (Porsche Boxster); 4 Nick Holden (Ariel Atom); 5 Luca Demarchi (BMW 135D); 6 Calum Lockie/David Mason (Ferrari 458 Challenge). **CW** Hollywood/Howard; Ali/Valentine; Lockie/Mason. **FL** Lockie 1m06.385s (100.37mph). **P** Lockie/Mason. **S 46. RACE 2 (69 LAPS)** 1 Lockie/Mason 1h24m20.625s (90.85mph); 2 Hollywood/Howard -2 laps; 3 Ali/Valentine; no other finishers. **CW** Hollywood/Howard; Ali/Valentine. **FL** Lockie 1m06.474s (100.23mph). **P** Hollywood/Howard. **S 4. BRITCAR TROPHY (36 LAPS)** 1 Steve Glynn (TVR Sagaris) 45m25.483s (88.01mph); 2 Gary Simms (Chevrolet CR8)

-2 laps; 3 Fareed Ali/Chris Valentine (Porsche Boxster); 4 Gary Furst (Mitsubishi Evo 9); 5 Darelle Wilson (Volkswagen Scirocco); no other finishers. **CW** Simms; Ali/Valentine; Wilson. **FL** Glynn 1m11.626s (93.02mph). **P** Glynn. **S 7. RACE 2 (28 LAPS)** 1 Glynn 38m33.631s (80.63mph); 2 Simms +47.202s; 3 Ali/Valentine; 4 James MacIntyre-Ure (BMW E46 GTR); no other finishers. **CW** Simms; Ali/Valentine; MacIntyre-Ure. **FL** Glynn 1m13.145s (91.09mph). **P** Glynn. **S 5. JUNIOR SALOONS (14 LAPS)** 1 Ben Colburn 20m09.234s (77.14mph); 2 Scott Mitchell +0.526s; 3 Charlie Kennedy; 4 Matteo Zanetti; 5 Edward Moore; 6 Edward Bishop. **FL** Brad Hutchinson 1m25.420s (78.00mph). **P** Colburn. **S 13. RACE 2 (14 LAPS)** 1 Mitchell 20m20.315s (76.44mph); 2 Colburn +2.051s; 3 Hutchinson; 4 Kennedy; 5 Zanetti; 6 Bishop. **FL** Hutchinson 1m25.964s (77.51mph). **P** Colburn. **S 13. MGOC (15 LAPS)** 1 Andrew Rogerson (ZR 160) 20m54.172s (79.69mph); 2 Adam Jackson (ZR) +6.613s; 3 Stuart Philips (ZR); 4 Mark Baker (F); 5 Dean Sullivan (ZR); 6 Brian Butler (F). **CW** Baker; Chris Pollard (B Roadster); Henry Sharpe (Maestro). **FL** Rogerson 1m22.234s (81.02mph). **P** Rogerson. **S 17. RACE 2 (15 LAPS)** 1 Rogerson 20m50.872s (79.90mph); 2 Martin Wills (F) +4.864s; 3 Jackson; 4 Baker; 5 Philips; 6 Simon Kendrick (F VVC). **CW** Wills; David Amplett (B Roadster); Russell Davison (Montego). **FL** Wills 1m22.224s (81.03mph). **P** Rogerson. **S 16. KUMHO BMW (17 LAPS)** 1 James Card (E46 M3) 20m48.528s (90.72mph); 2 James MacIntyre-Ure (E46 M3) +4.284s; 3 Ian Hill (E46); 4 Kal Ezzat (M3); 5 Jim Cannon (1 Series); 6 Colin Whitmore (E36 M3). **CW** Stephen Pearson (M3); Domenic Surdi (M3); Paul Travers (328i Coupe); Gregory Marking (318i). **FL** MacIntyre-Ure 1m12.176s (92.31mph). **P** MacIntyre-Ure. **S 26. RACE 2 (17 LAPS)** 1 MacIntyre-Ure 20m58.836s (89.98mph); 2 Card +0.523s; 3 Hill; 4 Ezzat; 5 Cannon; 6 Daniel Wylie (E46 M3). **CW** Surdi; Alan Thompson (328i); James Ford (318i); Steve Camplin (325 Ti Compact). **FL** Card 1m12.739s (91.60mph). **P** Card. **S 25.**

DOUNE SEPTEMBER 19-20, BRITISH HILLCLIMB



ROUND 31 1 Alex Summers (3.5 Gould-NME GR61X) 35.65s; 2 Wallace Menzies (3.5 Gould-NME GR55) 35.90s; 3 Dave Uren (1.3t Force-Suzuki PC) 37.22s; 4 Sean Gould (1.6 Gould-Suzuki GR59) 37.74s; 5 Tom New (3.5 Gould-NME GR55) 37.84s; 6 Les Mutch (1.6 GWR Suzuki Raptor 1) 38.36s; 7 Alastair Crawford (2.8 Gould-NME GR55) 38.38s; 8 Trevor Willis (3.2 OMS-Powertec 28) 38.96s; 9 Stewart Robb (4.0 Pilbeam-Judd MP88) 39.43s; 10 Eynon Price (1.6 Gould-Suzuki GR59) 39.48s; 11 Steve Marr (1.1 PCD-Suzuki Saxon) 39.91s; 12 Simon Fidoe (1.0 Empire-Suzuki Wraith) 40.21s. **ROUND 32 1 Summers 34.82s** 2BTD; 2 Menzies 35.94s; 3 Willis 36.58s; 4 New 36.97s; 5 Uren 37.69s; 6 Gould 37.76s; 7 Mutch 37.85s; 8 Crawford 38.07s; 9 Robb 39.15s; 10 Marr 39.56s; 11 John McKenzie (1.6 OMS-Suzuki 2000M) 40.03s; 12 Fido 40.16s. **CLASS WINNERS Jim King (2.0 Renault Clio) 50.94s** **RECORD:** Chris Randell (2.3 Mitsubishi Evo 8) 49.26s **RECORD:** Craig Nicol (2.2 Caterham Super 7) 44.49s; John Ramsay (1.4 Vauxhall Nova) 52.47s; Colin Satchell (2.0 Peugeot 205) 48.07s; John Stevenson (2.4 Subaru Impreza) 47.01s; Stuart Dow (1.3 Caterham Superlight) 45.84s; Richard Matossian (1.6 OMS-Suzuki SC1) 46.64s; David Seaton (5.0 Pilbeam-BMW MP43) 44.03s; Harry Pick (0.6 OMS Hornet) 45.73s; Marr 39.43s **RECORD:** Mutch 38.19s **RECORD:** Uren 38.19s; Summers 35.89s. **CHAMPIONSHIP POINTS 1 Summers, 24s;** 2 Menzies, 20; 3 Willis, 188; 4 Scott Moran, 187; 5 New, 123; 6 Will Hall, 118; 7 Uren, 109; 8 Jos Goodyear, 87; 9 John Bradburn & Crawford, 85.



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Up in smoke:
Red Bull needs a
new engine deal

DUNBAR/LAT

There's a lesson here for RBR

So Red Bull's 2016 Formula 1 participation is in jeopardy because of the falling-out with Renault. Red Bull Racing only have themselves to blame.

OK, the results haven't been what they were hoping for or expecting and they've given Renault a hard time, but not all the problems lay at Renault's door.

Red Bull has continually washed its dirty laundry in public and no one, driver or technical partner, will put up with that for ever. Even when they were winning

championships they were slagging Renault off, and the publicity that Renault received when they've been winning has been minimal.

It's a case of when they win it's the team and when they don't it's the engine. Mercedes was right to turn them away. It's time the whole Red Bull organisation learned how to treat its technical partners properly.

Richard Hargrave
Hitchin

I am looking on keenly from
the side of the track at, in the light of Volkswagen USA's snafu and the drop in share price, how Red Bull's courting of Audi will proceed (if at all).

Have Mateschitz/Marko/Horner paddled Red Bull ever further up Nitrogenous Canyon?

One of the questions in your recent survey asked whether F1 really needed Red Bull. I for one voted no!

Bob Phillips
Whitstable, Kent

Red Bull have never seemed
to give full credit to Renault for all the success over the years.

They seem to like to quote that it was an Infiniti Red Bull success, so with the ever-reducing choices of engine supplier available to them, maybe it is time to turn to Infiniti to provide Red Bull with the engines that they require.

Nigel Moore
By email

So random tyre-pressure
checks are introduced, and Mercedes have problems getting heat into their tyres; are the two connected or is it just my cynical thoughts?

Bob Ennion
By email

If I owned an F1 team and had
people to run it on my behalf, I would expect all employees, including drivers, to obey instructions from myself or my managers, especially as it is the team that pays their salaries.

Verstappen did not obey team orders and should therefore be severely reprimanded.

Glyn James
By email

CORRECTION

Last week's MSVR Silverstone report (p78) was run with the wrong byline – it was in fact written by Jack Cozens.

BIG NUMBER

300

Colin Turkington will notch up this milestone start in the first race of the BTCC weekend at Silverstone

TITLE FAVOURITE

Meanwhile, in the support package, Dan Cammish is looking good to wrap up the Carrera Cup title one round early

THE BACK STRAIGHT



GRIFFITHS

WHAT'S ON TRACK IN THE UK



BRDC F4

BRANDS HATCH HSCC

September 26-27

The BRDC Formula 4 crown is already decided, but the youngsters will be in action on the Indy Circuit. More single-seater fun comes from the HSCC's F3, FF2000, FF1600, Formula Junior and Classic Racing Car grids, plus Roadsports, Historic Touring Cars and Classic Clubmans.

MALLORY PARK BRSCC

September 26

Retro Racefest brings together the TVR Challenge, Monoposto

and the Honda Vtec Challenge alongside series run by the Historic Racing Drivers Club.

OULTON PARK CSCC

September 26

Grassroots racing from the Classic Sports Car Club's regular roster of saloon and sportscar series.

ANGLESEY BRSCC

September 26-27

Two days of action, with the Fun Cup featuring on Saturday, and National/Northern FF1600, Ford XRs and Sports/Saloons providing the sprint-race action over the weekend.

CROFT DDMC

September 26-27

Sports Saloons, Porsches and MGs take to the track in between bikes and sidecars.

LOTON PARK HILLCLIMB

September 26-27

This demanding hill in scenic Shropshire is the venue for the final round of the British Hillclimb Championship.

MALLORY PARK 750MC

September 27

The track's second raceday of the weekend has the 750 Formula, 750 Trophy, Mazda MX5s, Locosts and Sports Specials in action.

SNETTERTON VSCC

September 27

The Vintage Sports Car Club's Norfolk outing is headlined by the Seaman Memorial Trophies, with action on the 200 circuit.

EVENT OF THE WEEK



EBREY/LAT

It's tight at the top in penultimate BTCC round

SILVERSTONE BTCC

September 26-27

It's heating up in the BTCC as Gordon Shedden fights to protect his narrow title lead on the National Circuit over Jason Plato, with just this event and the Brands Hatch finale to go.

The regular support package is also into championship-deciding territory, with Carrera Cup, MSA Formula, Clio Cup, and Ginetta's GT4 Supercup and Junior series on the bill.

WHAT'S ON TRACK AROUND THE WORLD



FORMULA 1

DUNBAR/LAT

JAPANESE GP

Formula 1 World Championship
Rd 14/19
Suzuka, Japan
September 27
f1.com

FORMULA RENAULT 3.5

Rd 8/9
Le Mans, France
September 26-27
worldseriesbyrenault.com

DTM

Rd 8/9
Nurburgring, Germany
September 26-27
dtm.com



DTM

ROZENDAAL/LAT

EUROPEAN FORMULA 3

Rd 10/11
Nurburgring, Germany
September 26-27
fiaf3europe.com



FORMULA 3

WORLD TOURING CARS

Rd 10/12
Shanghai, China
September 27
fiawtcc.com

EUROPEAN RALLY CHAMPIONSHIP

Rd 8/10
Larnaca, Cyprus
September 25-27
fiaerc.com

NASCAR SPRINT CUP

Rd 28/36
New Hampshire
Motor Speedway, USA
September 27
nascar.com

WTCC



SCANDINAVIAN TOURING CARS

Rd 7/7
Knutstorp, Sweden
September 26
stcc.se

SUPER TC2000

Rd 8/12
La Pampa, Argentina
September 27
super-tc2000.com.ar

FROM THE SOFA

WHAT'S ON TELEVISION



F1 gaming's simpler '90s heyday

THE ORIGINAL PLAYSTATION HITS

20 this month. In its 12-year life the boxy-looking grey console was blessed with a host of impressive racing titles, from the futuristic Wipeout series to the ultra-real Gran Turismo. But it was the arrival of the first licensed Formula 1 games that really lured motorsport fans.

Released in September 1996, the plainly titled 'Formula 1' was based on the '95 season. Developed by Bizarre Creations (the studio that later went on to build the Project Gotham series) and published by Psygnosis (the brains behind Wipeout), it was a smash-hit success, topping sales charts in the UK and raking in praise from gaming critics.

As a product of its time, F1 (95) was outstanding, rivalled only by its sequel on the console until Gran Turismo moved the goalposts forever two years later. But how does F1 '95 stack up to Codemasters' most recent F1 effort?

To test that, we put the games head to head: a circuit layout relatively unchanged from 1995-2015 in the

shape of the mighty Suzuka, and a team in just about the same place in the pecking order in Ferrari. Step up Jean Alesi and Sebastian Vettel.

Booting up Formula 1 for the first time, you're greeted by an arty animation. It's dated horribly, and the menus look comically dire, but the 90s guitar riffs and rock vibe lend the game real character. F1 2015 features a lacklustre backing track interspersed with samples of David Croft's voice – first blood to the veteran.

The original game's 3D graphics, groundbreaking at a time when most racing titles relied on animated 2D sprites, fail to stand up to the high-definition visuals seen in F1 2015. But all the important details are there, from the tracks of the era such as Estoril, Aida and Adelaide, to the day-glo red-and-white Marlboro McLarens.

The handling is as you'd expect from a

game released in 1996: rudimentary, owing to the limitations of the standard D-pad controller – analogue sticks weren't fashionable in those days – but it is still very playable. But how realistic is the experience? F1 2015 has this nailed on, with tyres that drop off, a focus on fuel management, and the ability to manipulate a set-up to the smallest detail. F1 '95 simply can't compete in these stakes, but if anything its limitations make the experience all the more enjoyable.

While my race in F1 2015 consisted of desperately managing tyre wear for 53 laps while simultaneously ignoring calls from Jeff – my virtual race engineer – to go faster, my run as Alesi was characterised by multiple spins, shouting from Murray Walker, a crash into a McLaren, and seemingly lapping the Pacifics every three laps. And get this – I still won, minus a front wing.

F1 2015's AI is one of its strongest features, erratic lapped cars aside, and it's here that F1 '95 shows its age. While lapping Pedro Diniz's Forti is as awkward as his 2015 equivalents, racing wheel-to-wheel in F1 '95 is a struggle as rivals stick adamantly to a set line, even if they've long lost a corner, meaning the inevitable trip to the pits for a new nose.

But while Psygnosis's effort might attract derision from today's gamers, it still holds an undeniable charm. F1 '95 is the game that drew racing fans to the Playstation all those years ago. It harks back to a simpler time, of packed 26-car grids, V12 Ferraris and no Jeff.

Dan Paddock

"It has dated horribly but the rock vibe gives it real character"



TV pick of

Edited by Fatema Chowdhury



JAPANESE GP - LIVE

BBC1 Sunday 0500-0900

Sky Sports F1 Sunday 0530-0800

F1 continues its tour of Asia and returns to historic fan favourite Suzuka. On a sadder note it is the first anniversary of the accident that ultimately claimed Jules Bianchi's life.

It's the first home race of Honda's F1 return and McLaren has the best Suzuka record of any constructor, but a change of fortune here is a long shot given the circuit layout. It's all live across both Sky Sports F1 and the BBC, with a race rerun from 1.15pm on BBC1 for anyone who wants a lie-in.



DTM NURBURGRING - LIVE

ESPN

Saturday 1215-1345

This is proving to be an outstanding DTM season. Ten different winners so far, a championship lead being swapped between Mercedes' and Audi's top men at every race, while BMW is only an outsider on that front and yet is leading the manufacturers' contest.

Mercedes' F1 aspirant Pascal Wehrlein holds a narrow lead over Audi's Mattias Ekstrom, but there are surely more twists to come. Race one is live but football, MotoGP and FR3.5 take precedence on Sunday, so race two coverage is delayed until 6.15pm.

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ONLINE

the week

**BTCC SILVERSTONE - LIVE
ITV4****Sunday 1000-1830**

Another ultra-tense British Touring Car Championship showdown is getting ever nearer, with 11 drivers currently in with a mathematical chance at the title.

But realistically only four drivers are in the hunt: 33 points separate championship leader Gordon Shedden and reigning champion Colin Turkington, who sits fourth in the standings, and Jason Plato and Matt Neal sit between them. ITV ramps up the late-season tension by extending its live raceday coverage to eight and a half hours, with qualifying streamed online.

**FR3.5 LE MANS - LIVE
BT Sport Europe Sat 1200-1445****ESPN Sun 1200-1500**

F1 is not the only series where a Brit has attained dominance lately. Oliver Rowland, 2011 McLaren AUTOSPORT BRDC Award winner, heads to the Le Mans Bugatti circuit with a 50-point lead over nearest rival Matthieu Vaxiviere. If the Lotus man can't cut that gap, Rowland leaves France as champion.

Both BT and Eurosport are showing the races live, but BT's programme covers more of the World Series by Renault raceday so you get the brilliant FR2.0 Eurocup too.

**CLASSIC F1: GERMANY 2010
Sky Sports F1****Wednesday 2100-2300**

Formula 1 2010 was an epic season, with five drivers disputing the outcome of the world championship at the end. Sebastian Vettel qualified on pole for his home race at Hockenheim, but it wasn't just the poleman who had to keep an eye on what was going on behind him.

"Fernando is faster than you" are five words that would resonate long after this race, putting Ferrari and Fernando Alonso at the heart of a major team-orders furore. Relive all the controversy from Hockenheim, as well as highlights from the rest of 2010, during the week on Sky's F1 channel.

**WTCR SHANGHAI - LIVE
Eurosport 2****Sunday 0730-0945**

Despite Citroen taking just one podium finish (OK, it was a victory admittedly) last time at Motegi, and its battling team-mates Jose Maria Lopez and Yvan Muller both retiring from race two, the French company is poised to clinch another manufacturers' crown at Shanghai.

China is particularly important to Muller (whose points deficit to Lopez is up to 75 with three rounds left), and to home favourite Ma Qing Hua in the fourth works C-Elysee. Eurosport has comprehensive coverage all weekend, including qualifying and both races live.

Top stories on AUTOSPORT.com in the past week

**WHY SINGAPORE MIXED
UP FORMULA 1 FORM**

As Ferrari and Red Bull upstaged Mercedes around Marina Bay, Ben Anderson analysed the causes of the champion team's unusual struggle.

**F1 TRIPLE-HEADER 'TOO
MUCH' SAYS BUTTON**

The prospect of three grands prix in as many weekends next year raised alarm among teams and drivers as 2016 F1 calendar machinations continued.

**FERRARI TO APOLOGISE
FOR POST-RACE FRACAS**

The Singapore Grand Prix winning team promised an "unconditional written apology" after an incident involving Ferrari personnel and circuit security.

**ENGINE COST CAP AND
WINDTUNNEL BAN PLAN**

Formula 1's Strategy Group proposed a price cap on the cost of customer engine deals plus an outright ban on windtunnel use to the FIA, but teams remain split over the prospect.

**ENGINE WRANGLE
THREAT TO RBR FUTURE**

Having split with Renault and been spurned by Mercedes, Red Bull and Toro Rosso could be out of Formula 1 in 2016 if talks with Ferrari don't make rapid progress, warned RBR team principal Christian Horner in Singapore.

AUTOSPORT+**GARY ANDERSON ON
FERRARI'S 2016 HOPES**

Our technical consultant answered readers' questions on Ferrari progress and Red Bull's attitude to its partners.

HOT ON THE WEB THIS WEEK

YouTube **BERNHARD'S PORSCHE OWNS THE NIGHT AT AUSTIN****SEARCH FOR:** Night ride at Circuit of the Americas - Onboard with Porsche #17

A bit of Le Mans-style nocturnal magic comes to the Lone Star State, as Timo Bernhard's Porsche 919 (shared with Brendon Hartley and Mark Webber) lights up the Texas asphalt en route to victory in the Circuit of the Americas 6 Hours.

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Lost F1 venues

The grand prix calendar is ever-changing. **EDD STRAW** picks the best of the former F1 tracks

With the concern about Monza losing its place on the Formula 1 calendar, it's only natural to think about the great tracks that we have loved and lost.

Selecting the most missed is a tricky – and personal – task. For the purposes of this selection, the rules are simple: only one track from a country can be selected,

while different track configurations in the same place are not regarded as different venues – so there's no place for the Nordschleife given the Nurburgring GP track was, for a

while at least, on the 2015 calendar.

The definition of 'lost' is that, even if the tracks still exist, they are eligible if they've not been on the F1 calendar in the past few years.



1 Brands Hatch

Paddock Hill Bend, Druids, the Grand Prix loop carving its way through ancient woodland – Brands Hatch has it all. That it's also a real challenge to drive and one of the more picturesque tracks to host F1 makes it much missed. Has it really been nearly 30 years since its last grand prix?

2 Long Beach

No country has more ex-F1 venues than the USA, but it's Long Beach that added that special something to the calendar. The Long Beach GP lives on as an IndyCar race, but from 1976-83 it was all about F1. North America's answer to Monaco, it still has a hold more than three decades on.

3 Imola

It's unfair that the first thing anyone thinks of when Imola is mentioned is *that* weekend in 1994, for the track that hosted the San Marino GP for so many years (and the 1980 Italian GP) combines a tricky layout with one of the best atmospheres of any circuit in the world.

4 Rouen

Rouen-les-Essarts was an irregular world championship venue from 1952-68. An old-school road course, with sweeping corners, a cobbled hairpin and little margin for error, it was a track that rewarded both precision and bravery. Safety left a lot to be desired, and it soon dropped off the calendar.

5 Adelaide

Melbourne has become a popular Australian GP venue – but the Adelaide street circuit was iconic. It still hosts the Clipsal 500 V8 Supercar event, and as well as offering a tricky layout is one of those tracks where the whole city seems to celebrate the fact that there's a race on.



6 Kyalami

Not the truncated version that held two grands prix in the first half of the 1990s, but the majestic original circuit that hosted F1 from 1967-85. A fast track that asked a lot of the drivers both technically and in terms of courage, it also had a habit of creating good racing.



7 Zandvoort

Until the track operators went out of business, leading to the Dutch GP dropping off the calendar following Niki Lauda's final F1 win in 1985, Zandvoort was a mainstay. Longer than in its current form, nestled in the sand dunes, it had a unique backdrop and some testing corners.



8 Mosport Park

Now known by the soulless moniker 'Canadian Tire Motorsport Park', Mosport staged the Canadian GP eight times from 1967-77. A lively track configuration, and the occasional heavy rainstorm, made it an exciting and unpredictable venue before F1 headed to Montreal.



9 Anderstorp

Located in the middle of nowhere in Sweden and surrounded by forest, Anderstorp is not somewhere you'd expect to find a grand prix. But that's exactly what happened for six years in the 1970s. Some rickety wooden grandstands from the time are still there to tell the tale!



10 Istanbul Park

A controversial choice, perhaps, but the Istanbul track is rightly regarded as the most challenging of the modern 'Tilke-dromes'. Its long, fast Turn 8 is one of the most impressive corners ever to have been driven by F1 cars, while it also produced some good racing – if not much of a crowd.

NEXT WEEK JAPANESE GP ACTION

Plus: BTCC title fight heads to Silverstone



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